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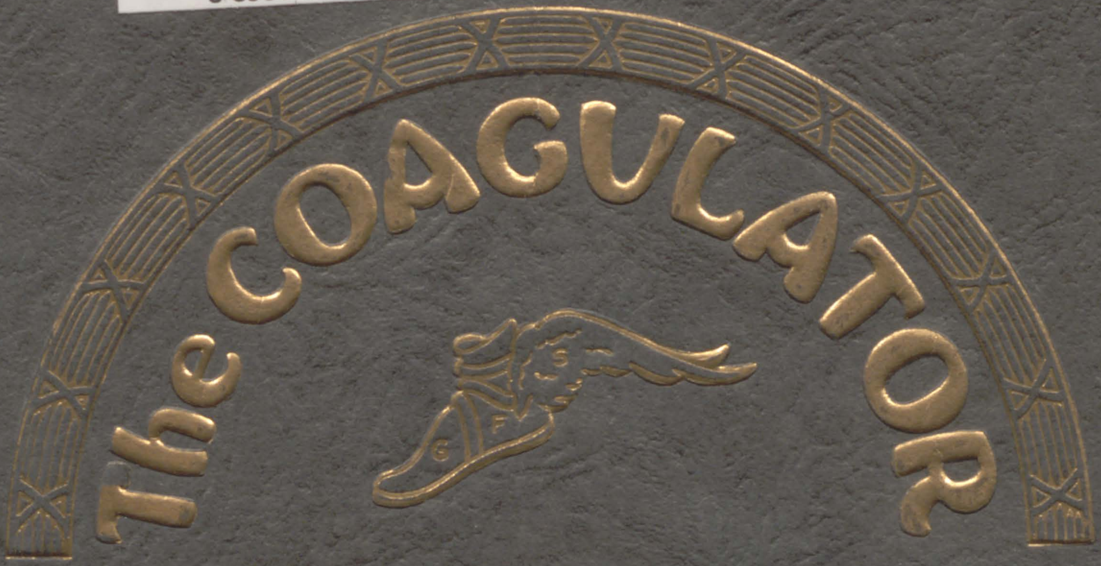

The COAGULATOR

1927

We, the staff of the 1927 "Coagulator," have placed within the confines of these covers our best efforts, to give to you, in picture and in word, a compact, yet accurate account of the squadron activities.

Realizing always, how incomplete any book must be we have placed in this volume only such records as we feel, in years to come, will bring back to you in memories a true picture of our activities. If in these few pages we have been able to accomplish this purpose we will feel more than repaid for our efforts.

L. Esch
K. Stoneburner.
A. Reece.
B. Dawley

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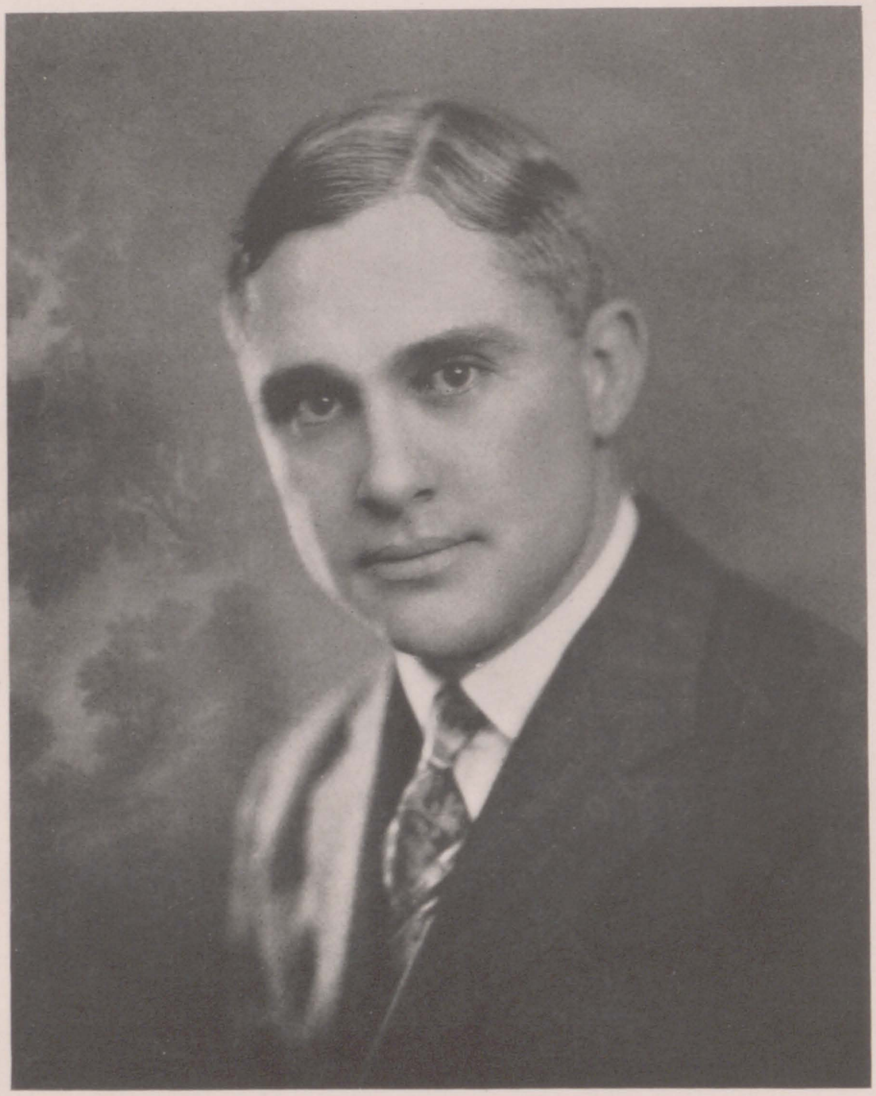

C. C. SLUSSER

This, the second edition of the "Coagulator," is respectfully dedicated to C. C. Slusser, whose high ideas, his good fellowship and honest aggressive methods of doing business, have brot us to the realization that "Things worth doing are worth doing well." And who by his dynamic personality, his untiring efforts and his unmatched achievements, has imbedded within our minds the motto, "Work Will Win."

The Class of '27.

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WORK WILL WIN

The Squadron builds men because it furnishes difficulties to overcome. To tackle difficulties with zest and vigor is to set out on an adventure which may not have the results hoped for but which will have its compensations in additional experience gained. Difficulties should not dismay men or women who possess healthy bodies and who are in full possession of all their faculties.

Were there no difficulties in life there would be nothing to be won and no credit to be gained. Were the avenues of success too easy the path would scarcely be worth exploring. But the joy of adventure has proved an incentive to man since the beginning of time and some of the greatest discoveries have been made while searching for something else that has never been found. The enthusiasm with which we first start out will soon be crumbled.

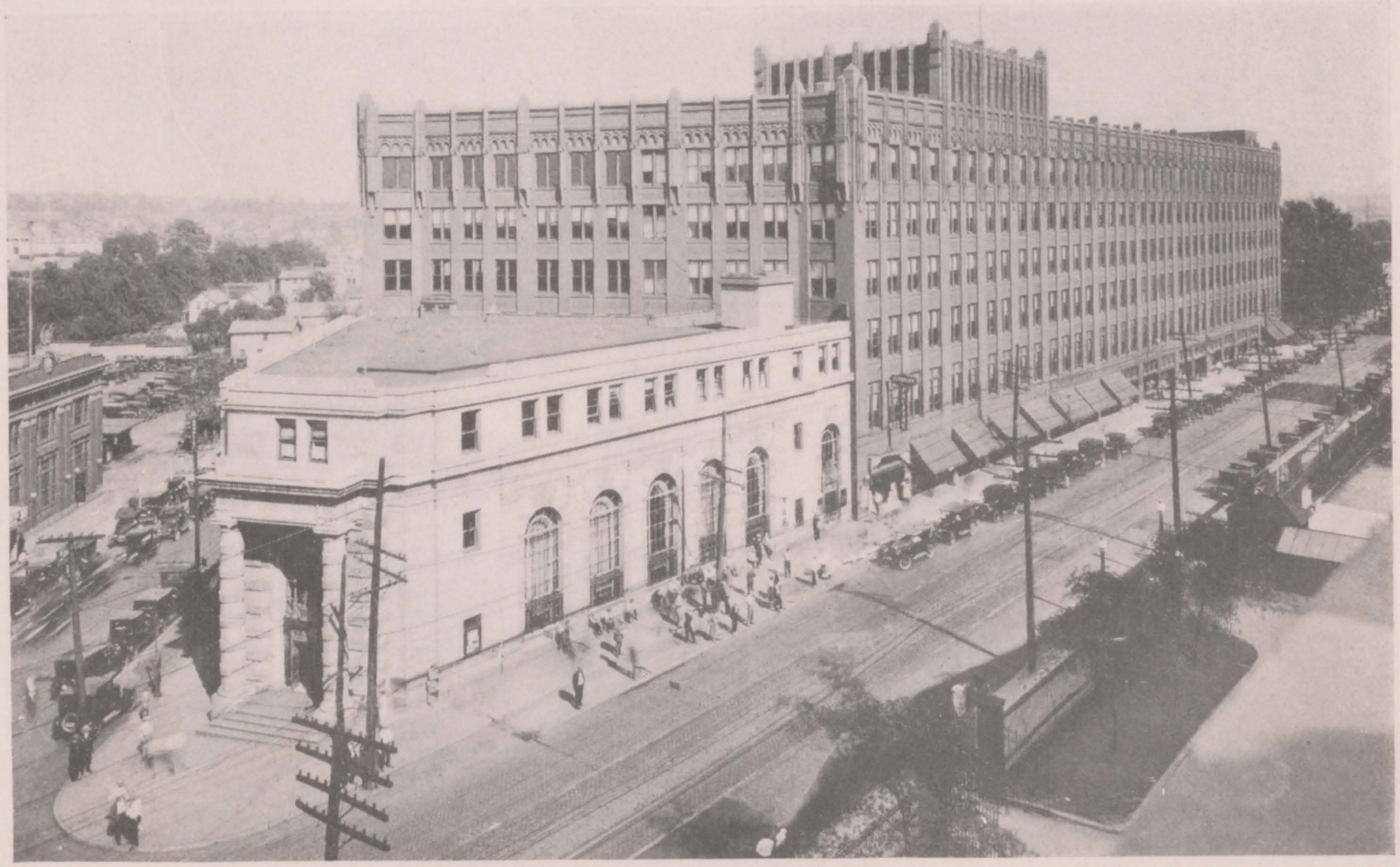
But the few who overcome difficulties and conquer the tasks as they rise on the horizon are those who have learned the lesson that Patience, Perseverance and Work are the most essential factors of success.

The difficulties met and conquered during the Squadron life are many but these develop men of that unconquering spirit by which success is attained. The success of any man or group of men depends on the amount of energy they put into their tasks and from the lessons learned thru these three years of experience the Class of 1927 adopted as their motto, "Work Will Win."

Above, Plants 1 and 2, Akron, Ohio.

Right, from top to bottom.
Los Angeles Plant, Calif
New Toronto Plant, Canada.
Goodyear Mills, Goodyear, Conn.
Bowmanville Plant, Canada.
Cotton Plantation, Litchfield, Ariz.
Rubber Plantation, Dutch East Indies.

Below, The Devon Mills, New Bedford, Mass.
Clearwater Mills, Cedartown, Ga.



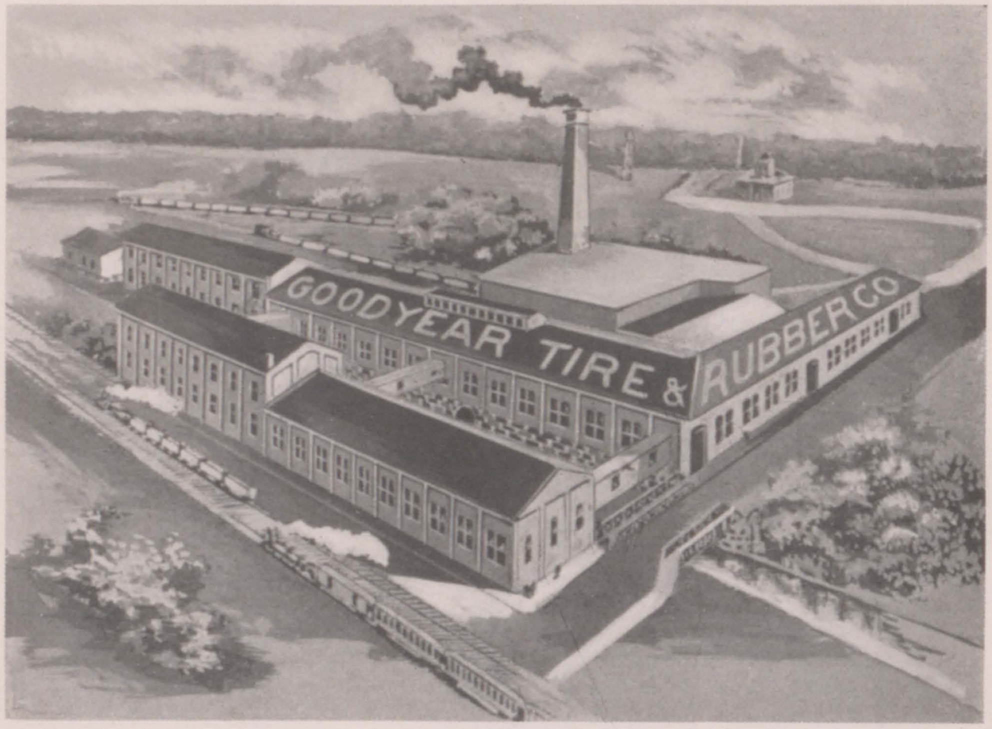
GOODYEAR INDUSTRIAL UNIVERSITY

PAUL W. LITCHFIELD

When we think of him we think of a man of vision. A man with a commanding yet pleasing personality. A man who is scrupulously honest and beyond reproach in all his business dealings. In short, when we think of Mr. Litchfield, we think of a Genius; for such has he proven himself to be in his chosen field of endeavor.

He has been able to pilot the Goodyear organization from the smallest to the greatest in the industry, because he is always willing to give the other fellow a chance. And it is this sterling quality of his character that we of the Squadron have learned to know and to love.

His is the idea of the Squadron. He has guided it thru all its years of growth, and though other duties make it impossible for him to meet with us as often as we would like, yet, imbedded within each principle for which the squadron stands, we can feel the touch of his aggressive personality.



History of Goodyear

THE story of Goodyear is one of the romances of modern business. Starting in 1898 with a paid-up capital of $3500, the company took over a small factory building in Akron and began making carriage and bicycle tires.

It was named in honor of Charles Goodyear, heroic inventor, whose discovery of vulcanization in 1839, after years of heartbreaking struggles, made possible the building up of a billion dollar industry.

Within five years after its founding, the company had built up a total sales volume of $2,000,000. By 1920 this total had reached $200,000,000.

In 1898 the making of automobile tires was a negligible business; by 1927 it was absorbing 80% of all the rubber produced in the world.

As early as 1916, Goodyear had become the greatest of the tire manufacturers, a leadership it had held ever since. In 1927 it was using nearly one-seventh of all the rubber grown or 50% more than any other manufacturer, and it had built more than 100,000,000 automobile tires.

The little makeshift factory of 1898 had long since given way to great modern plants, occupying 4,500,000 square feet of floor space in Akron alone and with branch factories set up in Canada, in California, in Australia and in England; fabric mills had been erected in New England, in the South, in the West, and in Canada; a 20,000-acre rubber plantation had been carved out of the jungle in Sumatra; a 40,000-acre plantation in Arizona had demonstrated the possibility of raising long staple cotton on the semi-arid lands of the south-west.

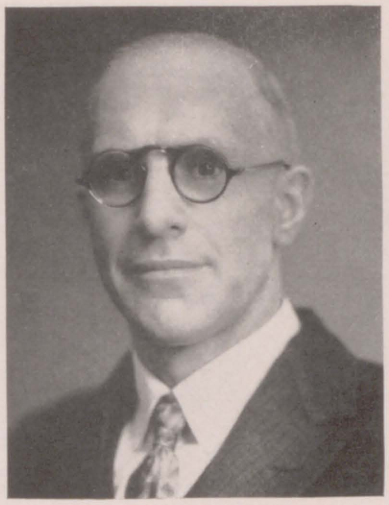
Long before 1927 Goodyear tires were being sold in all the cities and towns and four-corner villages of America, and were being shipped to all the ports on the seven seas.

Not only in the United States, in Canada, in Mexico, but in country after country around the world, the statement could be made that more people ride on Goodyear tires than on any other kind.

P. W. Litchfield

E. J. THOMAS

Assistant to the President, Manager of Goodyear Personnel and thereby Manager of the Squadron. As a true cosmopolitan he is "Eddy" to every Squadron man. His career reads like a "Horatio Alger," from test tubes in the chemical laboratory thru the Squadron, to his present position for which he is admired and respected by the entire Squadron. He is married, has a year old boy who will probably follow in his dad's footsteps and be—an ardent golfer. Nuf sed.



H. L. MATTI

General Foreman of the Squadron

Mr. Matti was a member of old Squad 1 back in 1913 when only men of great physical strength and tenacity of purpose could weather the storm. He has been with the Squadron ever since and because he has been able to see the possibilities of the Squadron he was early chosen to head this organization.

It is a pleasure to know and work for Mr. Matti and those of the Squadron who are not personally acquainted with him are missing a golden opportunity to cash in upon the experiences which he can relate from 14 years of Squad life.

GLENN PATTERSON *"Pat"*

"Pat" succeeded Mr. Landefeld (Blondy) in charge of the Engineering Squad in January, 1926, and since that time has won a place in the hearts of all the boys.

He is also in charge of the Apprentice School.

His cheery smile and "How's she going, Boys," has won him many friends.

C. G. HOFER

"Chris" possesses a commanding yet congenial and pleasing personality. And he never loses a ball game, unless someone from the opposite side happens around when he is telling about it. He has lately come to Plant One to assume his duties as department foreman and we are wondering who at Plant Two will be good natured enough to take all the jokes they used to throw at Chris.

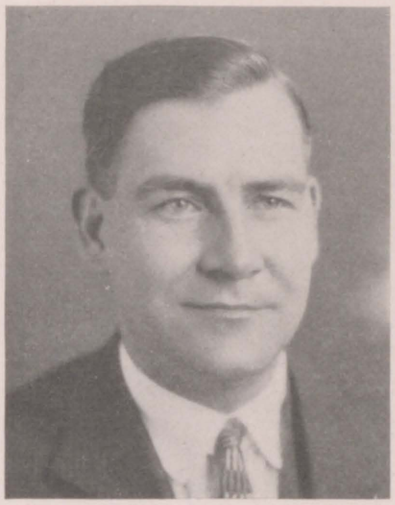
Hofer got his initiation into Goodyear in 1915. Back in the good old days, when men were men, and he was just a boy. But he has gone thru the mill and has come out wholesale, and we are wishing him even greater success.

W. E. BASH

Foreman

"Bill," as we like to call him, is one of the first we come into contact with. By the time we have closed the interview with "Bill" as he looks us over as being proper timber for the Squadron, we know that he is interested in our making good. He is now engaged in special work in Dept. 233.

B. MORGAN



"Dad" of the undergraduates.

Bert as he is more commonly known is division II foreman. He has attained this rank from years of hard faithful services with the squad. Starting as a greenhorn on Class IV in 1916 he has weathered the problems of squad foreman for many years.

He is a true follower of the gridiron and basketball sports. Never does the squad have a chicken supper without Bert, and a fine showing he makes at these too.

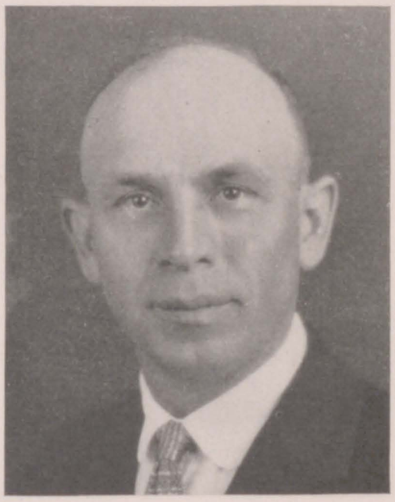
He puts into practice the main points of a true athlete in dealing with his men. His good sportsmanship and fine moral character is certain to make him an inspiring figure for his men to follow.

E. B. JAUCHEM

The type of gentleman we all like to meet. A jolly, good personality, high ideas, and a true friend to all squadron boys.

"Ed" as he is known is our division I foreman, or foreman of the graduates.

It is easy for him to appreciate the problems of a squad man, being on old squad No. 3 and graduating in 1918, he has been in squad work ever since.



The men have never found him too busy, or tired to listen to their problems, thus endearing himself in our memories, as a wise counselor and confidant which we may well be proud of.

His time is not all occupied with squad work tho. He has three fine boys which he loves to take on camping trips and get close to mother nature.

He thinks as all real Dads should, "If I don't take care of my boys and teach them the higher ideas of life who will?"

We are all mighty proud of Ed.

C. G. JONES

"Jonesie" is our first shift foreman at Plant Two and is another proof of our motto, "Work Will Win." He was born in West Finley, Pa., where he grew to manhood and his first experience in rubber manufacture came when he hired in the Sole & Heel department at Plant Two Goodyear. He later joined the squadron and won fame on fast piece work operations.

Jonesie is a very likeable chap and has a friend in every member of the squad.

ROBERT COLLINS

Foreman

"Bob," as we know him, is noted for his small squeaky voice which can be heard very distinctly above the hum of the most noisy machinery. We do our best for him because he always smiles down on us. Bob has the Squadron and the Squadron men at heart.

EARL DIEFENDORFF

"Diefy" as he is known to most of us is one of the newer foremen. Although being on the job only a short time he has made a host of friends. His fine personality and ability to take a joke are among some of his big qualifications.

Along with his other business he raises chickens. These chickens are famous for laying hard boiled eggs according to diefy's customers. He is also quite a rabbit hunter, claiming this is better exercise than golf because of the fact that he has to run his rabbits to death, rather than have the name of being a poor marksman.

With all these marked characteristics we know Earl will make a foreman we will all be proud of.

ETHEL PUGH

Miss Pugh, in charge of Squadron records, is the Squadron man's information bureau. She can always tell us, why our rate was cut, when our time was not turned in, if we have a merit card missing and many other bits of information which are indispensable to the success of a person on the Squadron.

One characteristic about Miss Pugh is her popularity with the opposite sex. She no longer tries to remember her acquaintances by name but when she sees a familiar face she immediately says that's number 8 or 10 or 12 as the case may be and then she consults her records to find the proper name.

We understand that she is taking up the study of "Home Economics" and we all join in wishing her success in the practical application of the subject.

ALICE GETZINGER

Many of the Squadron boys matrimonial stock took quite a slump a few weeks ago when Alice got married, but we all wish her the most of happiness.

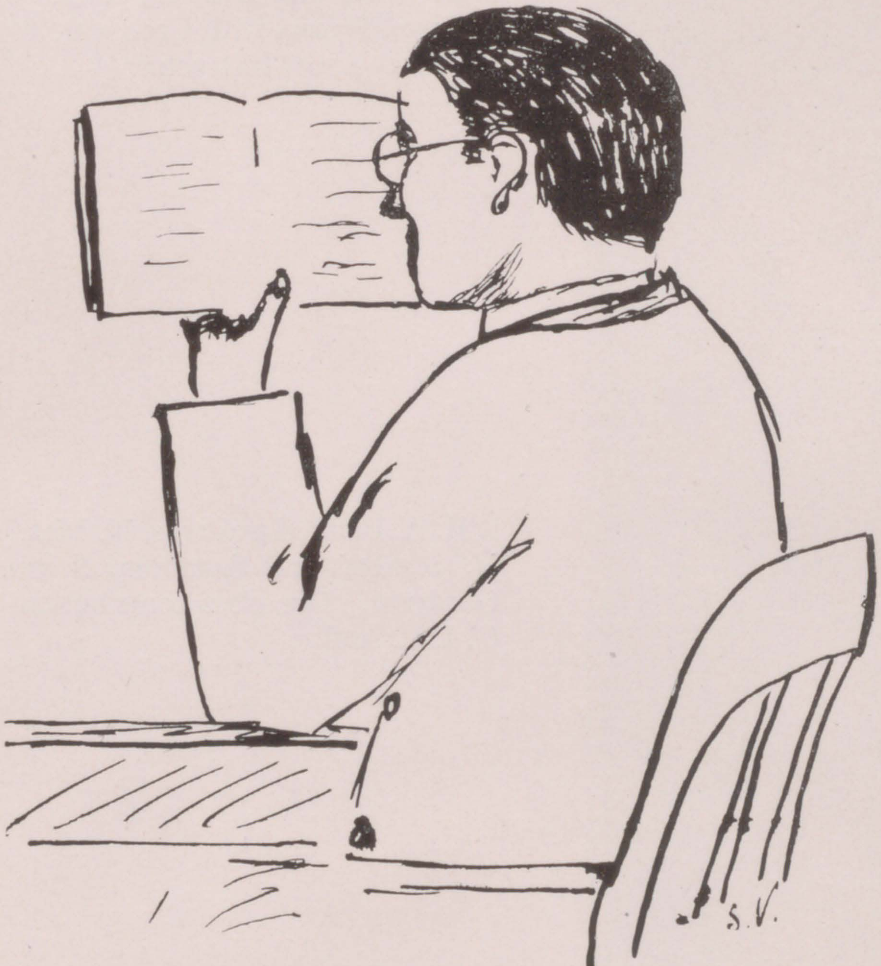
Alice is our stenographer and general information bureau at Plant 2. Her pleasing personality and ability to do things in a quiet, efficient manner has made her a person we shall long remember.

THELMA THOMPSON

Miss Thompson—Sure, you know her. The good looking little stenographer who works in the office. This and many other bits of similar conversation are often heard in locker room circles and indeed it is no wonder for she always has a smile and pleasant greeting for you, even when you have some typing for her to do.

We have been wondering how, since she becomes acquainted with hundreds of good looking Squad men, she has been able to refrain so long from taking that fatal step. But just the other day some one said, "That's easy, she knows how much money we make."

Miss Thompson is enthusiastic about all the Squadron athletic activities and sometimes she almost wishes she was a boy so that she might enjoy one of our chicken suppers.



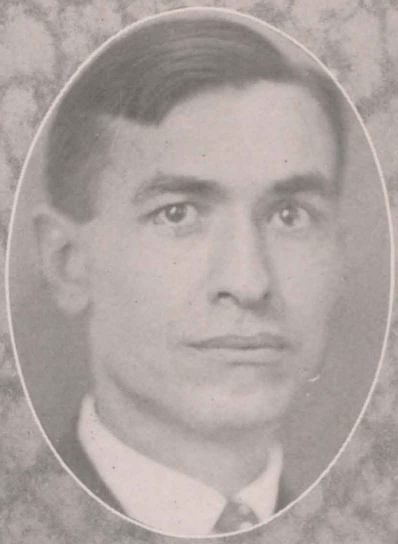
INSTRUCTORS

F. J. Enright, Denison, Iowa. State U of Iowa, 9 years with Goodyear, 4½ years G. I. U.—Chief Instructor.

R. A. Blake, Las Vegas, N. Mex. 4 yrs. H. S., 1½ yrs. Squadron, 3 yrs. with Goodyear. Our class contribution to the G. I. U. staff.

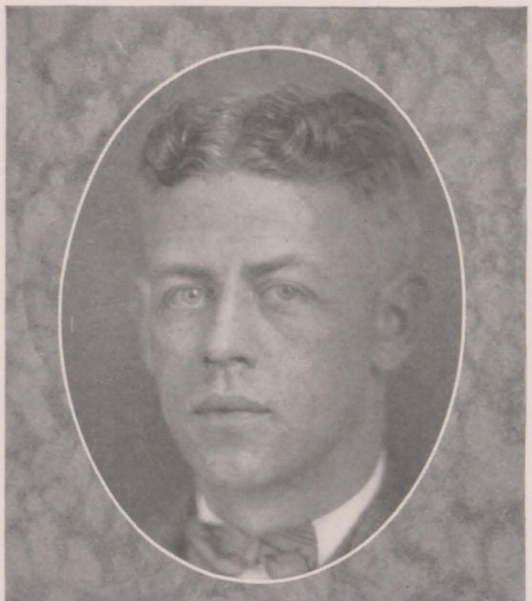
R. E. Hurst, Pulaski, Va. William & Mary, Wakeforest, College; Akron U. 6 years at Goodyear. 3 years M'f'g. Sales Dept., 3 years G. I. U.

N. N. Alspach, Fargo, N. D. Ohio Wesleyan, B.S.; 10 yrs. at Goodyear, 6 yrs. factory, 4 yrs. G. I. U.

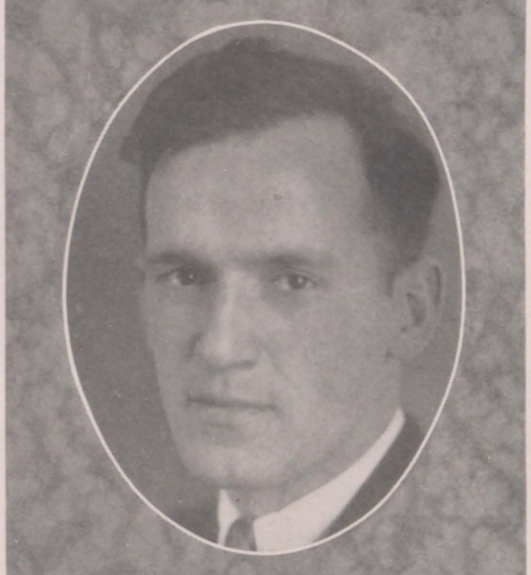


M. G. Swisher, Akron, Ohio. W. Va. Wesleyan, A.B. 1 year at Goodyear.

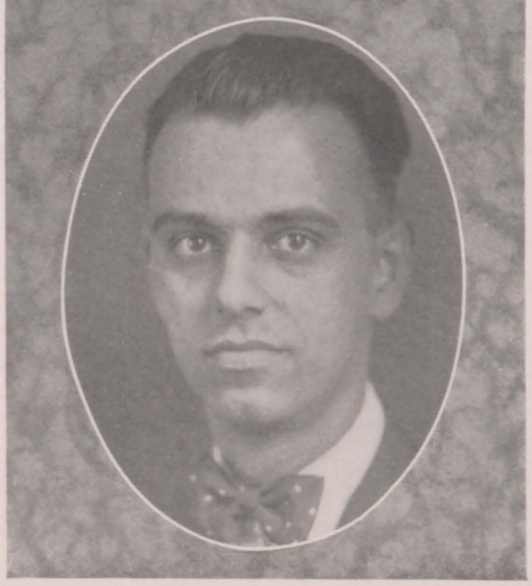
F. T. Bell, Wamego, Kan. Washburn Col., A.B. 2½ years at Goodyear. Worked on 3-28 Squad.



R. B. Maxwell, Jeanette, Pa. Penn. State College, B.S., M.S. 1 year at Goodyear. Specializes in Engineering subjects.



W. G. Henderson, Cleveland, Ohio. U. of Mich., B.S. 3 years at Goodyear. Engineering Dept. and G. I. U.



F. N. Gray, McConnelsville, O. 1 year Boston U., 3 years Ohio State, B.S.; 1½ years at Goodyear, Accounting Instructor.

N. P. Clark, Medina, Ohio.

A. B. Roanoke College, came to Goodyear in 1918. Has been in educational work ever since he graduated from college.

Mary Mason, Odon, Ind. Graduate of Central High. Has been Registrar of G. I. U. for past 3 years.

Cathrine Ling, Jersey City, N. J. Graduate of East High. Is assistant to Registrar and in charge of G. I. U. records and scheduling of Goodyear Hall and Seiberling Field.

E. S. CONNOR

"Chief," as he is more commonly known, was born in Castine, Maine. He graduated from The Eastern State Normal and Bates College where he received his A. B. degree.

His varied experiences as a member of the Cleveland Board of Education, one year in the offices of the Juvenile Court, and his Army experience as Recreational and Physical Director at Camp Sherman has rounded his personality into such a form as we shall never forget.

His upright character, his rules of clean living and his straight forward method of handling matters make him worthy of the name "Chief" and a leader for the Squad men to look up to.

RALPH SHAFER

"All right now, let's get going." Yes, that's "Coach." "Coach" came to Goodyear in 1920. The following year he was signed by the Cincinnati Reds. But due to a bad injury at the beginning of the season he did not get in many games.

In 1922 he came back to Akron as Athletic Director of Central High. His success in producing winning teams at Central made him a Coach well to be feared. He served the next two years as head athletic director at East Hi, coming back to Goodyear in 1924. Here he has made a host of friends by his pleasing personality and his great ability in producing winning teams.

Shafer received his early training in Athletics at Woodward High, Cincinnati. He graduated from Normal A. G. U. at Indianapolis, Indiana, and received his B. E. degree at Akron University.

We shall always remember Shafer as a real fellow with the old pep and snap we all would like to have. May his success in the future be as great as it has been in the past.

History of the Flying Squadron

Goodyear's first production Flying Squadron was organized in the early part of 1913. The idea was conceived by Paul W. Litchfield, now President of Goodyear, who at that time was Factory Manager. The following editorial by him appeared in the Wingfoot Clan of April 10, 1913. This was the first announcement in print relative to the starting of this Squadron:

> "It is the tendency of the times for most factories to develop among the workmen specialists who are skilled in a single operation. This sometimes throws the factory out of balance because there are too many on one operation and too few on another which is dependent upon the first, with no skilled hands available to balance the production.
>
> "With a view of overcoming this condition to some extent we have instituted in the Goodyear Tire & Rubber Company, beginning April 15th, a body of fifty men which will be known as the Flying Squadron. These men will be selected from among the best workmen now on the various operations in the factory, and they will be trained not on one particular operation, but on all the principal operations in the factory, becoming general experienced rubber men.
>
> "Whenever one department is in need of men to balance up the production, as many of the Flying Squadron as are necessary will be put on the work needed to keep the production uniform. At other times these men will be changed from one operation to another making piecework prices on the operations on which they work, with a minimum guaranteed day work rate.
>
> "These men will be trained to become proficient in all the different operations in the factory, and when they have accomplished this will be given a certificate as Master Rubber Worker.
>
> "The Flying Squadron will have preference on steady work in the factory.
>
> "This is an opportunity for a broad education in the different operations in a Rubber Factory, and those who demonstrate their ability will be in line for higher positions."
>
> Paul W. Litchfield.

C. C. Slusser, now Vice-President and Factory Manager, who at that time was Secretary to the Superintendent, Wm. Stephens, saw the great possibilities in Mr. Litchfield's plan. He was thoroughly sold on the idea and was chosen for the job of organizing and developing the first Squadron class. Mr. Slusser was the first man to complete the Squadron course, doing so on his own time. He accomplished this in about eighteen months time by remaining on each job just long enough to make the piece work rate.

The first Squadron started as a body on May 1, 1913, with approximately fifty men. This number seemed to be the desirable number for a Squadron. Mr. Slusser, in connection with his other duties, was directly in charge of the Squadron for a number of years.

This Squadron worked on a two shift plan; 1st shift from 6:30 a. m. until 5:00 or 5:30 p. m., making 10 or 10½ hours; 2nd shift from 5:00 or 5:30 p. m. until 6:30 a. m., making 12½ or 13 hours. Mr. Slusser conducted the first school classes and meetings, which were held at 4 p. m. for both night and day shifts, making a 13½ or 14 hour day for the men on the night shift on school or meeting days.

No adequate facilities were available in which the school work and meetings could be carried on. Primarily class work was conducted in the Factory Council room, 5th floor, Bldg. 15. After about one year Wm. Eyler was secured and had charge of the school work until he enlisted for service in the World War, where he was killed in action as a lieutenant in the Rainbow Division in France.

It was necessary for Mr. Eyler to conduct the school work in most any vacant space he could secure, the attic of one of the buildings being used for a time. Many of the classes on days when the weather was fair were conducted on the roof of buildings. Later on class rooms were provided in Building 25.

The regular school work of the first Squadron consisted of Rubber Manufacturing and a subject called Efficiency which was a combination of Economics and Efficiency. Later Organization and Management were added. The length of the course for the 1st Squadron was two years but due to the number of hours worked each day the actual time was equivalent to the three year course now in effect.

No. 2 Squadron was organized and started March 3, 1914, working on the same basis as Squadron No. 1. Frank Marietta, a member of the 1st Squadron, who had been assistant foreman of the 1st Squadron for a short time with Mr. Slusser, interviewed and selected the men for this Squadron.

Shortly after this Squadron was organized, Mr. Marietta was promoted to Assistant Night Superintendent at which time H. L. Matti became assistant foreman and later on foreman of the Squadron.

No. 3 Squadron started May 3, 1915, working on the same basis as Nos. 1 and 2 excepting that additional school work was added. No. 4 Squadron was organized and started January 24, 1916, on the same basis as Nos. 1, 2, and 3.

In May of this year all Squadrons were placed on a three eight hour shift basis with school periods provided for all three shifts. From this time on the school work varied but Rubber Manufacturing, Economics and Organization and Management were always in the curriculum.

No. 5 was organized and started in May 1916. No. 6 in December 1916. From this time on many Squadrons were added each year. In 1917 the first Goodyear Canadian Squadron was organized at Bowmanville, Ontario, with H. V. Bowers, who had been one of the Akron Squadron foremen, in charge.

Due to the depression in 1920 and 1921 this Squadron was discontinued for a time and was reorganized in January 1924 at the new plant at New Toronto, Ontario, with Charles B. Chambliss as foreman. He is a graduate of the 1st 1925 Akron class.

Early in 1918 Plant 2 at Akron was completed and put in operation. The major operations at this plant were then added to the Squadron course. This created another Squadron foreman position and a general foreman's with H. L. Matti in the latter capacity.

Goodyear, about 1915, gave employment to a few mutes. The splendid account they gave of themselves removed most of the barriers that previously existed at Goodyear regarding giving them employment. This opened the doors for them and brought great numbers to our plant. By 1918 several hundred were employed.

Their performance convinced Mr. Litchfield that they could qualify in even a larger field which resulted in the organizing of the first Mute Squadron in 1918. Their work justified the starting of another class in 1919 and a third in 1920. The accomplishments of the Silents at Goodyear spread all over the United States and broke down many of the barriers that they were formerly confronted with and resulted in a much broader field of opportunity for them. This was the original objective Mr. Litchfield had in mind.

The Squadron reached its peak in numbers early in 1920 with 41 Squadrons of approximately 1500 men as Goodyear Akron Squadron men and 106 additional men who had been selected from the various Squadrons to make up the California Squadron, or a grand total of approximately 1600 men. The 106 men selected to go to California were transferred there during April and May of 1920 with C. R. Langdon as foreman. He had been one of the foremen of the Akron Squadron for some time. Later Mr. Langdon was succeeded by Wm. Kemmel as foreman of the California Squadron. Mr. Kemmel was succeeded by the present foreman, A. B. Cleaves.

During the drastic reductions in production early in 1920 and during 1921 the personnel of the entire Goodyear organization was reduced from approximately 35,000 to 6,000 and the Squadron from 1500 to 600 men.

No additional Squadrons were added until 1922 when the 1st 1925 was organized. Since then the Squadrons have been known by the year of their graduation. Two Squadrons have been added each year excepting in 1925 when three were organized.

H. E. Blythe, who succeeded Mr. Slusser as Manager of the Squadron in 1919, upon Mr. Slusser's promotion as General Superintendent of the Goodyear California plant, guided the destiny of the Squadron during this trying period and was succeeded by F. W. Pierce the later part of 1921, upon Mr. Blythe's promotion as General Superintendent of the Goodyear California plant, succeeding Mr. Slusser.

In October 1924 E. J. Thomas, now Assistant to the President and Manager of Personnel Department, who was then Assistant to the Factory Manager, succeeded Mr. Pierce upon his resignation and has been the guiding hand of the Squadron from that date to the present.

Mr. Litchfield, with the future of the Squadron men ever in mind, decided as early as 1917 that it was just as important, if not more so, to keep the men physically fit as well as mentally, which resulted in adding to the Squadron curriculum two hours of physical training each week. At first it consisted of military drills and callisthenics.

However, there were no adequate facilities for carrying on work of this kind. The need for better facilities for both mental and physical education played an important part in the building of Goodyear Hall, which was dedicated in April 1920.

Here all mental, physical and recreational activities of the Squadron are centered. Facilities are provided for the men to get a broader education, the most modern of class rooms and laboratories and equipment having been installed and a corps of instructors, each a specialist in his line, employed. Gymnasium, hand ball and tennis courts, shower and bowling alleys are provided. This materially aids Squadron men in conserving their strength and health through physical exercise with the best facilities at their command that can be found in any industrial institution.

The two fold purpose of the Squadron as mentioned in Mr. Litchfield's editorial are first: It gives Goodyear employees who have a fair education, good record, good physical condition, who, though specialists on one operation, know very little of the business as a whole, an opportunity to thoroughly learn how our various products are manufactured, acquaint themselves with management problems and endeavor to sell themselves to the management for promotion.

Second: They function in many kinds of service such as balancing production and all kinds of special work. The Squadron, in addition to learning Rubber Manufacturing and balancing production, have been useful in many other ways through fostering contentment by letting the Squadron man work in a larger field of activity. This has stimulated in them an interest in the company's business and policies which they have carried out to the factory workers first handed.

In this way they have created much Goodyear good will. As a source of executives the men that Goodyear, through this Squadron experience and training, have been able to build into the organization has been very gratifying.

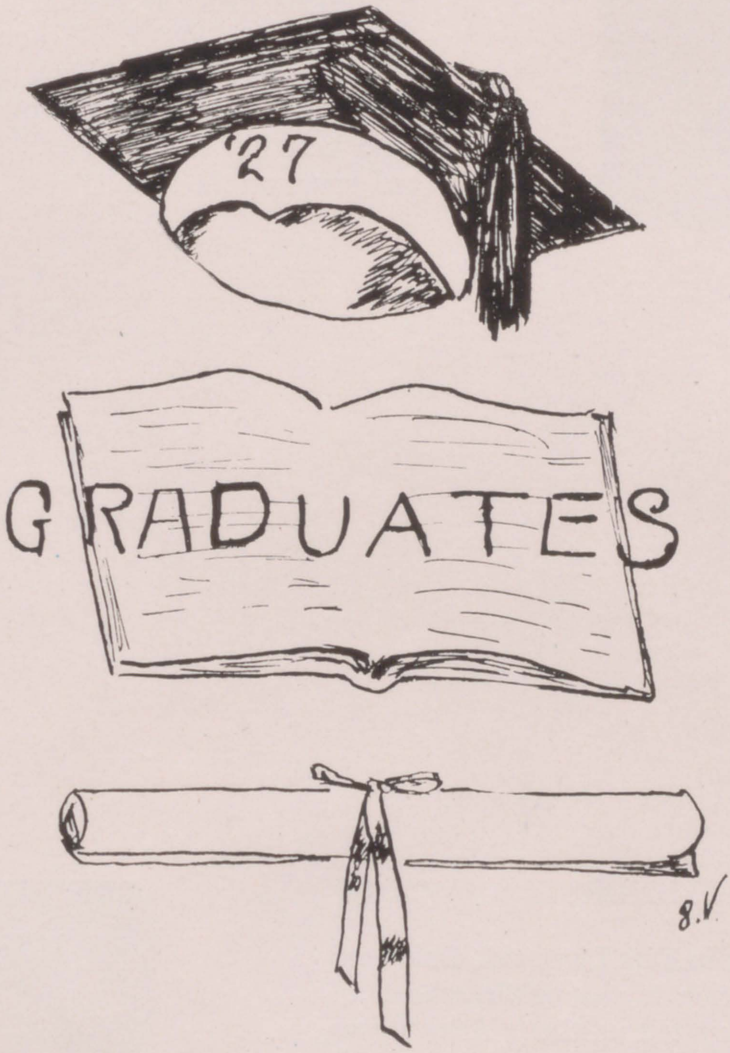
The first Squadron banquet was given in 1914 at Gaylord's Grove near Silver Lake. The following year, 1915, the second Annual Banquet was given in honor of the 1st graduating class at State Mills on Portage Lakes.

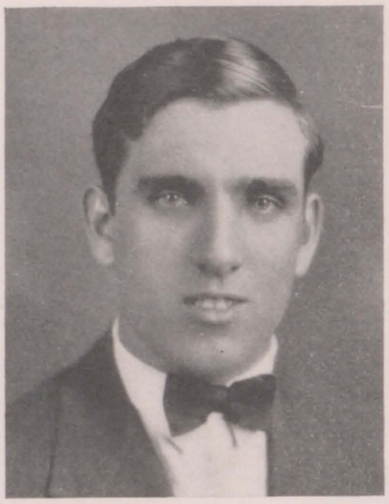
These banquets were given each year at various outside resorts until no place large enough outside of Goodyear gymnasium could be found to handle the large annual banquets of the Squadron. The one outstanding feature of every one of these Annual Banquets have been Mr. Litchfield's presence and his splendid talks.

H. L. Matti.

The class of 1927 would like to see the following changes around Squad Locker Rooms:

E J	to come in the locker room once in a while.
H L	to sign up for some chicken suppers.
W E	to write a book on his army experiences.
C G J	to give one good excuse for taking away merit rates.
E B	quit putting the 27ers on 3rd shift.
B M	bring his Ford in to start a museum collection.
G W P	spend a little more time in his office and answer his own telephone.
C G H	quit telling what his teams can do and let us see them in action.
R L C	quit trying to talk over the telephone and send men out at the same time.
E D	keep the men at Plant Two off of 12:00 P. M. jobs.


'27
GRADUATES



THOMAS H. ADAIR *"Tom"*

Adair was born in Scotland and received his education in the schools of Pittsburg, Pa. He came to Goodyear in 1923 and soon heard of the Squadron and of the advantages offered for ambitious men, so started his eventful career with the class of '27. "You can't judge a book by the cover" nor could you tell by a casual look at "Tom" that he was one of Goodyear's fastest and best flat tire builders. "Tom" spends his off hours on the farm.

SAMUEL S. ARBUTHNORT *"Arby"*

"Arby" was born in East Liverpool, Ohio, and received his education in the public schools of Mt. Pleasant. They tell us that "Arby" does know his "groceries." And we do not doubt the truth of this statement as much of his life has been spent on the "profit sharing" side of the grocery counter. "Arby" also spent time with the "colors" in France and could tell some interesting stories if any one could get him started. He came to Goodyear first in 1919 and to the Squadron in 1924. He enjoys fishing and working with his "Chevie."

J. HERMAN BALLARD

"Joe" came to Akron from parts unknown. He was born in Bardstown, Ky., and after finishing his apprentice in Bashville Railroad Coach shops he wanted to see America first. He later decided that the Goodyear Squad would furnish a place for his future success. "Joe" is a steady and hard worker and always has a friendly "hello" for his classmates. For the past few years he has fought valiantly for old Goodyear.

LEONARD E. BELL *"Static"*

When you are in the middle of an examination and concentrating all your mental ability to find proper answers to the problems, and you hear some one say "I doan know nothin about this hea no how." That's "Static."

Bell was born and educated in Starkville, Miss., before starting his career with the rubber industry he was a drug clerk and salesman. After two years' experience with the Goodrich Rubber Co. he came to Goodyear to build bands and later transferred to the Squadron. Bell knows and loves all out door sports, including "craps"; and has a southern appetite for fried chicken.

THOMAS S. BLAINE *"Blaine"*

"Blaine" was born at Point Pleasant, W. Va., where he received his education.

Before coming to Goodyear, "Blaine" was drawn westward by the adventurous spirit that dominates all Americans.

For two years he was fireman on the Chicago Great Western Railway, at Des Moines, Iowa.

But the "sulphuric fumes" did not agree with this lad, and in March 1924, he came to Akron, and joined the Squadron, June 1924. His determined will and unconquerable spirit was finally broken, during the Squadron term, and he now lives a contented life with the girl of his choice.

Blaine's hobbies are hunting, fishing and telling fishy stories.

OTTO BOLES *"Boles"*

"Boles" served the people of Tennessee both as distributor of knowledge in the public schools and economic goods in the form of merchandise.

But being a progressive man who wished to gain more knowledge of business, so he cast his lot with the Goodyear Tire & Rubber Company of Akron. His first job with the Company was in 195B.

But learning of the Squadron course and its opportunities, he joined the class in June 1924.

His hobbies are reading and discussing legal transactions and politics. Boles was elected by an unaminous vote as the Legal Advisor of the '27ers because of his sturdy and determined disposition as well as his super knowledge of legal terms and puzzles.

HOWARD BOONE

No relation to Daniel, but a good old scout. Boone came back on the Squad for the second time and is now going to finish. The call of Uncle Sam was too much for him the first time. He was graduated from the U. S. A. a sergeant and from the Squad as M. R. W. He is also a salesman on the side at one of Akron's big stores. He can make you believe white is blue if he has the lights. When it comes to baseball he is one of our best rooters. A mighty good all around man.

MORGAN D. BOYLES *"The Deacon"*

"The Deacon" hails from the good old state of W. Va.

Before coming to Akron "The Deacon" drove a truck over the hills of W. Va. for the Woddell Bros. While listening to the hum of the motor on a long distance haul "The Deacon" wondered how tires were constructed so as to give such service and comfort, and he then and there determined to come to the Rubber City. His first job was with the Kelly-Springfield Tire and Rubber Co., 1923.

But in June 1924 he joined the Squadron and has given his best efforts to the Squadron course and Squadron class activities.

"The Deacon" is married and lives a contented life on the bank of Springfield Lake in the village of Lakemore.

His hobbies are baseball, basket-ball and driving "Fords."

JOHN N. BRENNAN *"Bill"*

"Bill" was born in Pittsburgh, Pa., the Smoky City. His first experience with rubber was with the Pennsylvania Rubber Co., Jeanette, Pa., where he worked four years.

But "Bill" believed there was a bigger field to be explored in the rubber game and in March 1924 we find him seeking employment at one of the largest rubber concerns of the world.

He was considered a great catch and we find him in Dept. 141B from March until June 1924 when he wished to learn more about the "rubber mines" and joined the Squadron.

His hobbies are entertaining his friends (of which we '27ers can vouch for his efficiency) and playing golf.

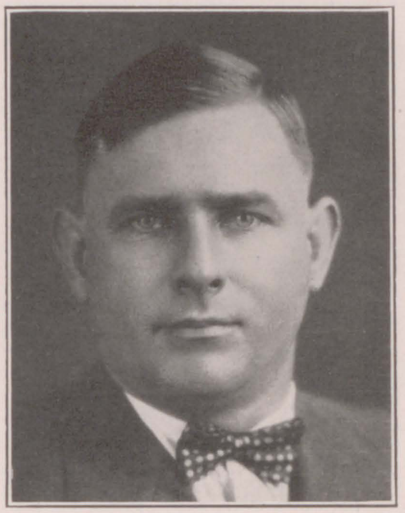
ROBERT S. BROWN *"Brownie"*

"Brownie" was born in the City of Opportunity and has never deserted the place of his birth except for a short period during that stage of youth when adventure is utmost in the mind. During this period, however, he could not get away from the smell of rubber and he became an employee of the Coast Tire & Rubber Company of Oakland, California.

How "Brownie" covered the space of three thousand miles across the continent is yet to be found out. But he was and is yet very much alive, thru the three years of hardships and suffering.

"Brownie" is married and has one daughter and a son. His hobbies are baseball, basketball and telling jokes.

H. SPRAGUE CHAPMAN



A hero without a throne, is the way he sometimes walks off the gym floor after a hard fought game. "Buck" is one of our best liked, most talked of men, in the class. Always ready for an argument and ready to prove things by his third finger. What a loss that left hand would be.

"Buck Jones" as he is more frequently called is a rare combination of salesman and rubber worker. When one of the class wants help in accounting, to "Buck" we go for he is an expert in this line, also when they want extra fine penmanship shown, "Buck" is called upon. Goodyear Squad classes will certainly miss him when he graduates.

CECIL D. CLARK *"Clark"*

"Clark" was born at Edinburg, Illinois, where he received a High School education.

Prior to coming to Goodyear in 1917, "Clark" was a tiller of the soil.

In June 1924 he joined the Squadron, and has ridden the bench very successfully.

"Clark" was unanimously elected as class "Cop," because of his size, which enables him to get through the crowds very easily, to rescue any of our unfortunate classmates.

His desire for political power and the confidence the Squadron men have in his ability, to take care of their interests in the Goodyear Assembly gave him a large majority of votes, now he is "Senator Clark."

His hobbies are—football, baseball and driving "fouls."

He is married and lives in Ellet, Ohio.

CARL J. DILLARD

"Carl" was born at Belgreen, Alabama, February 28th, 1905. A fine type of fellow he turned out to be; likeable and always full of "pep." He attended State Normal school in Florence, Alabama, and not being satisfied with becoming a school teacher started to Akron. He joined the Squad and claims "there is not a training school that can equal that of the Squadron."

He took one important trip back home and brot back his old sweetheart so she could learn to "fly" with him on the Squad and rout him out for work of a morning.

LYND ESCH

If Lynd were to leave us the Squad committees would be lost. Esch can easily lay claim to champion committee keystone man. He has been one of our class leaders since the start, not only in committee doings but in class school work. He is an all around fellow, having many fellow classmates using him as a model. A mighty good model he makes too. In short we might say he is a splendid student and a popular fellow.

PETE FAIDLEY *"Pete"*

"Pete" hails from the famous old Quaker state. He was born at Marketon, Pa., where he received his education.

"Pete" has been everything from a "Lumber Sticker" at Humbert, Pa., down to a magazine salesman in Akron, Ohio.

In 1917 he heard the call of his country and served in the 83rd Division, U. S. A., until discharged in 1919.

"Pete" is very sincere and active worker in all class activities. He is not married but is a lonesome bachelor who longs to have the companionship of the fair sex.

His hobbies are reading and motoring.

ELZA B. FINDLEY *"Arkan-saw"*

"Arkan-saw" was born in the country which bears his name and came to the U. S. A., Akron, Ohio, November 1923.

He worked in 141A until June 1924 when he joined the Squadron.

Prior to coming to Goodyear he taught school at Jonesboro, Ark., and repaired Fords at Monette. He also took an agricultural course at Jonesboro, Ark.

This is a very wide and varied experience but has been a great help to him in riding the bench to a successful end.

"Arkan-saw" has taken a great interest in class activities of any nature. He is married and lives at 465 St. Leger Street with his wife and daughter. His hobbies are leading the quiet family life.

RALPH A. FLESHMAN *"Fleshy"*

"Fleshy" was born in Randolph, Ohio, where he attended High School and grew to manhood.

"Fleshy's" first adventure away from home was to secure work in the Steel Mills at Alliance. But the word Rubber dawned on his mind to such an extent that we soon find him in the Rubber mines at Kent, Ohio, with the Mason Tire & Rubber Co.

This was too near the real "Rubber City" of Akron to hold this big man, "Fleshy." So in March 1924 we find him building tires in 250A.

But hearing of the Squadron "Fleshy" took advantage of the opportunity offered in June 1924 and he is now a full fledged member and a Master Rubber Worker. "Fleshy" is married, owns his own home and wears a smile we all like.

His hobbies are baseball, basket-ball and hunting.

KENT GADSON

Another example of the Army losing and Goodyear gaining when they discharged Gadson from the 17th U. S. A. Corps. One of the best workers on the Squad and the one man who always has time for just one more thing.

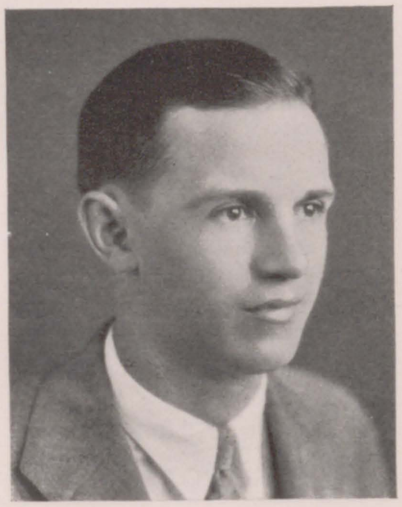
When it comes to giving calisthenics in gym classes he is beyond an equal. When it comes to playing ball he has no chance.

His famous Ford is beyond reproach and "Gad" has already willed it to his boy. Help save the children.

RALPH M. GIRTON

Bull dog tenacity, brains, and a good nature, make a formidable combination. "Pop" has all of these and his quiet efficient manner which gets things done quickly and quietly is sure of his success.

We are sure he is on the first step of the ladder of success as supervisor in the mill room at Plant Two.



THEODORE R. GREGG *"Ted"*

"Ted" was born in Butler, Tenn., and received his education in the public schools of Butler and at Carson-Newman College. His first job after leaving school was with Goodyear. He hired into Dept. 162 in Sept. 1924 and hearing about the opportunities afforded by the Squadron transferred to it in Nov. of that year. "Ted" always enjoys a good joke and especially if it is on some one else. His hobbies are basket-ball and pool.

RALPH D. HANSON *"Ralph"*

"Ralph" came to the Squadron in Nov. 1924, having transferred from the tube room where he had worked four months. He was born at Weymouth and received his education in the public schools of Medina Co. Ralph has at least two trades. The carpenter trade he learned before going on the Squad and now after three years he thinks he should be presented with a Master "Heel Friers" Degree. When not in the shop he enjoys himself with motoring and good music.

FRANK WELLS KOKEN *"Koken"*

"Koken" is an Akron boy, with ten years' experience as a Canadian.

He joined the Squadron in 1923, with the 2nd 26er's.

After a brief period with the Highway Transportation Department, he returned to finish his course with our class, "The 27er's."

"Koken" participates in all kinds of sports, and specializes in golf.

It has been rumored that he goes out with one ball and returns with half a dozen. If you want to know how it is done, see "Koken."

He is our donation to the Squadron Personnel.

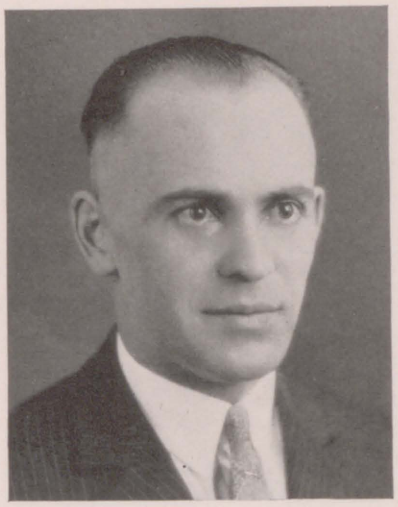
He helped to put the "Little Miss Jack" play across very successfully.

JON CALVIN KUNTZ *"Kuntz"*

"Kuntz" first saw light at Frontville, Pennsylvania, and completed High School at Sykesville.

"Kuntz" takes special interest in getting the boys out to stag parties and class socials. "The more the merrier," says "Kuntz." But when the chimes ring out twelve o'clock, "Kuntz" disappears; the reason is unknown, yet we know he is only one-half of the family.

"Kuntz" is very fond of motoring and spends a great many of his "leisure hours" at the wheel.



ERNEST LANGLEY

"Erny" is the one on the Squad who has had the variety of experiences. He has been everything from service station helper to Superintendent of Native Rubber Co., telephone lineman, salesman, and proprietor of his own service station. Lack of knowledge of the rubber game brought "Erny" to Goodyear and the Squad. A man with his talent, nerve and tact is sure to make good. We all hope so anyway.

ALFRED MANNING

Chrisman, Ill., sent a man to our midst who is well liked and who is sure of success. "Al" studied for teaching but changed his idea from giving knowledge to securing it. He is one of our dependable Squad men and a big booster for Goodyear.

Much is expected of "Al" before he leaves Goodyear.

GUY S. McINTYRE *"Mac"*

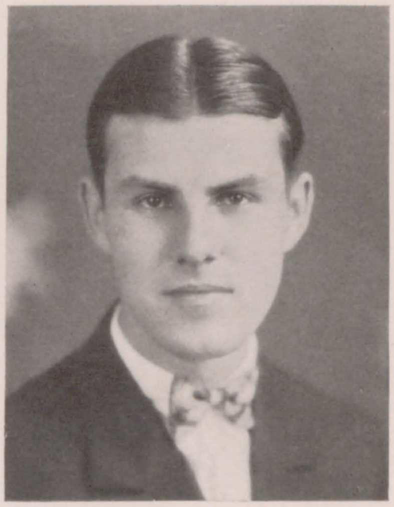
"Mac" is a native of W. Va. and claims Stringtown as his place of birth, childhood and early youth. But as "Mac" grew older he was overcome by the desire for adventure and so with a fair education, two months' experience as a telegraph operator and an open mind, he crossed the Ohio line. After 9 years with the Goodrich Company he came to us in 1924 and has become a loyal squadman and supporter of all principles for which Goodyear stands. His hobbies are fishing and his Ford.

STEPHEN MILEC MILES *"Steve"*

"Steve" was raised up in Ohio and received most of his education in Akron.

Before coming to Goodyear, he tried to become a printer. Finding that he was no Ben Franklin, he became an apprentice machinist. This interfered with his accounting course, because he always transferred the grime of the machine shop onto the books. Finally he decided to come to Goodyear and has been sticking here ever since.

His hobbies are baseball, basket-ball, outdoor life and radio.



RALPH R. MILLER *"Miller"*

"Miller" was born at Spencer, W. Va., where he spent the early part of his life until he invaded the Rubber City and worked for the American Hard Rubber Company and the B. F. Goodrich Company.

In 1917 "Miller" heard the Bugle's call and enlisted in the U. S. A. Field Artillery. He saw service over seas in the fiercest of the fights in which the Americans took part.

"Miller" was elected Orator of the class because he speaks Chinese, Latin and Utah. "Miller" is a good entertainer for which the '27ers can vouch.

His hobbies are baseball, motoring and social events of the class.

EDDIE MILLER

"Eddie" is one of our quiet, reserved, and modest men who says little but does much.

"Eddie" is a licensed engineer and has had six years' service with Goodyear in that respect before coming on the Squad. Ed is now foreman in the calender room and we know bigger fields will make way for him.

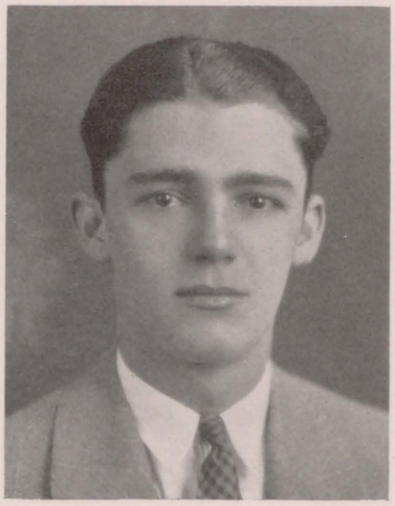
WALTER MORGAN

"Wallie" was born at St. Elmo, Ill. He came to the Squad in November 1924 and has been an active member in all class activities. He was chosen class president of the second '27ers in '26 and then president of '27 class in 1927.

Being quite an athlete he has participated in practically all sports connected with the Squadron. He was the star hurler of the '27ers.

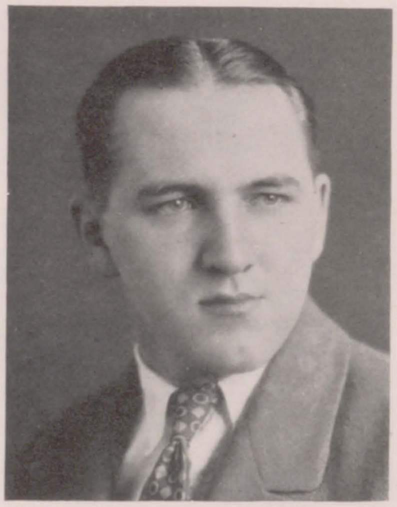
"Wallie" is married and has one son who is expected some day to become a second Jack Dempsey.

"Wallie" has a friend in every member of the Squadron. His hobbies are sports and he is known as the "go getter" of our class.



CECIL MOYER

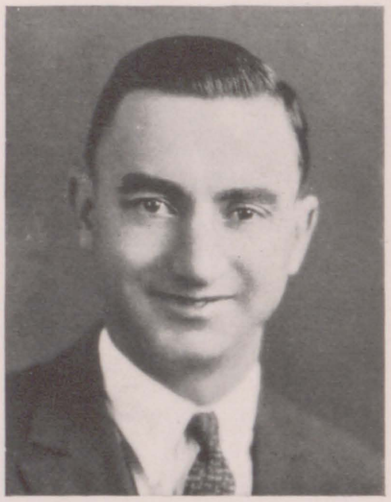
The beau brummel of the Squad, Cecil hails from that village in Pa. known as Connesville. He is known everywhere in the shop by his cheerful smile and salutation. He is one of the most popular men in the class. Cecil is one of those people who without any seeming effort makes friends where ever he goes. Although it would be hard to imagine a more likeable personality than his.



ROBERT A. PITMAN

Little "Bob" is another product of West Virginia. He was born in Belington, May 10, 1902. "Bob" has had a life of varied jobs. He at one time worked for the B. & O. as tie tamper. He later saw his first automobile tire and wondered how it was made.

He joined the Squad in 1924 and has proved himself a real fellow among his buddies and in doing his work. He hopes to follow in his brother's footsteps and gain political influence.



ARTHUR REECE *"Art"*

"Art" hails from sunny Tennessee and that state lost some of its sunshine when it lost "Art." For his cheery smile is sure to win him a friend wherever he goes.

He came to Goodyear first in 1919 and since early in 1924 he has been flying with the Squadron. "Art" believes that things worth doing are worth doing well and consequently has devoted hours of his time to the publication of the Coagulator.

We are not just sure what all of his hobbies are for as yet he has not taken to himself a wife and assumed the serious responsibility of taking care of a home.

JOE REECE *"Duck"*

"Duck" is a native of North Carolina. Received his education at Butler, Tenn., which is his home at present.

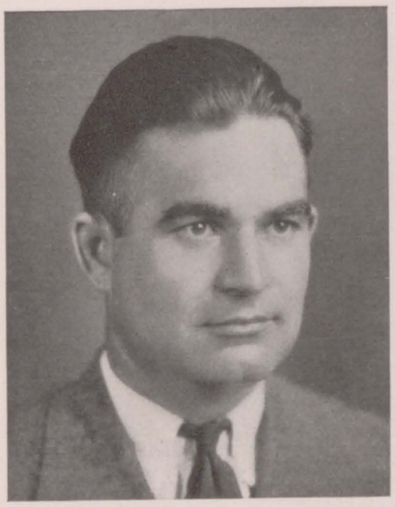
The love for adventure and travel drew this young lad westward in 1923 into California, Oregon and Washington. He failed to get in the movies in Hollywood and moved north into Oregon and Washington where he plucked big red apples from the trees that supply our own fruit stands.

"Duck" spent his Sundays hunting Jack Rabbits with a club. The bounty from these long eared animals was spent for transportation to the City of Akron in November 1923.

In June 1924 "Duck" cast his lot with the Squadron and has proved to be the Sheik of the class.

He is single but we wonder why? His hobbies are hunting, fishing and powdering his nose.

LEWIS RICH *"Lewie"*



"Lewie," was born at Junction, Ill., and he says it's not just a wide place in the road but a "junction," a place where two roads meet. He received his education in the Public Schools of Equality, Ill. And although you would never guess it he was once a village school master. He was adopted into the Goodyear family in March of '24 and transferred to the Squadron in Nov. of that year. He is a great indoor baseball enthusiast and enjoys playing a good joke on anyone.

RAYMOND ROSE

Oh, will old Goodyear be the same with "Rosie" gone? No. When you want a job done without an argument, send "Rosie." When you wonder who threw the paper wad ask "Rosie." When you have some peanuts you don't want, give them to "Rosie." When you want to borrow money, don't ask "Rosie."

The Squad will sure miss "Rosie."

RUEL R. RUSH *"Rush"*

"Rush" was born at Columbus, Ga., where he received a High School education. In 1917 he heard the call of the sea and enlisted in the U. S. N. and served until discharged in 1919.

While in the Navy he specialized as a male nurse and by having had this training he was unanimously elected to take care of all who were wounded in class brawls.

"Rush" is married and has one daughter of which he is very proud. His hobbies are baseball, fishing and telling stories.

CALVIN A. SHERRILL *"Cal"*

Contrary to the popular opinion "Cal" did not come from the "Lone Star" state. Altho he spent some time in the great open spaces "bustin' broncos and ropin' steers." Smithville, Tenn., claims him as a native son and it was here that he spent his childhood days and received his early education. It will soon be 10 years since "Cal" first came to Goodyear but it was not until 3 years ago that the spirit of adventure seized him and he decided to join the Squad. "Cal" is famous in Squadron circles for his prowess in the solid tire pit. He is an all round good fellow and from careful observations we find him to have but three faults, wine, women and song.

CHARLES SKINNER

"Charlie" is the biggest one in the class, not only in stature but in his host of friends. He is our hard fighting representative of the assembly. Altho his platform of "free smokes and drinks after daily lunch periods" has not worked out as yet he is by far the most popular fellow in the Squad. We all wish him success in his future political ventures and expect great things from him in his factory work.

HENRY B. SMITH *"Hard Boiled"*

"Hard Boiled" hails from Curtin, W. Va., the place of his birth, where after he had completed his education he was an employee of the Curtin Lbo. Company for seven years.

He however, grew tired of this quiet life and bid the town of his childhood adieu and invaded the Rubber City in 1915. In 1917 he answered the call of his country and spent the next two years of his life on the Briny deep escorting Soldiers across the Atlantic.

After taking up his duties again as a civilian we find him finishing tires from which he transferred to the Squadron, June 1924.

He is married and is very devoted to his wife and two daughters. His hobbies are volley-ball, baseball, telling sea stories and adventures and repairing Fords.

SEWELL T. SMITH *"Smitty"*

"Smitty" was born in Lafollette, Tenn., and received his education in Knoxville. But "Smitty" like many of our great men had a desire to join the Navy, but unlike our great men "Smitty" gave way to his desire and spent the two years from 1917-1919 on the waves.

This, however, did not satisfy this adventurous youth and he joined the Devil Dogs in 1921 and spent the next two years with the Roving Marines.

These adventures were followed up in 1924 by joining the Flying Squadron which has somewhat conquered this adventurous youth and he now lives a quiet married life.

His hobbies are baseball, basket-ball and pretending he can box.

J. C. SMITH *"J. C."*

"J. C." was born in Austria-Hungary.

His parents decided to come to America when he was three years of age, but "J. C." gave this serious thought, and after due deliberation, he decided to come with them.

He received a High School education at Richfield, Ohio, and a two year Commercial Course at Akron University.

He joined the Squadron, June 1924, and has been interested in class activities from the beginning.

His adventures into the industrial field did not consume all of his time, but part went to love, romance and the fatal ending.

He is very devoted to his wife and young son.

"J. C.'s" hobbies are baseball, motoring and family life.

EDWIN R. SNIDER *"Bob"*

We are all proud of "Bob" who is one of Goodyear's strongest basket ball players, having defended "Our Good Name" at the center position for three consecutive years. "Bob" was born in Akron and received his education in the public schools of Ravenna and at Akron University. He came to Goodyear in March 1924 and transferred to the Squadron in November. He has always been a booster of Squadron activities and we prophesy his success in whatever branch of the industry he shall choose as his life's vocation.

KARL STONEBURNER *"Karl"*

"Karl" was born in Moxahola, Ohio, and is a graduate of Central High School of Akron plus one year at Bethany College.

"Karl," being a lad who has a talent for music, the hum of the machinery and shop noises were to him a Rhythm in Song which enabled him to enjoy the work more than we who were less fortunate. "Karl" has covered all assignments as well as a lot of defects.

His hobbies are baseball, music, and class activities.

W. V. STOTT

Stott is a native Akronite and has never departed far from his native city. He claims that Akron has everything that any one could wish for except the proper type of Femininity to sail your ship across the stormy Sea of Matrimony. So that accounts for us not being able to get him to Sunday class meetings until a few months ago when he made his last trip to Ashland, Ohio, and brought back his better half.

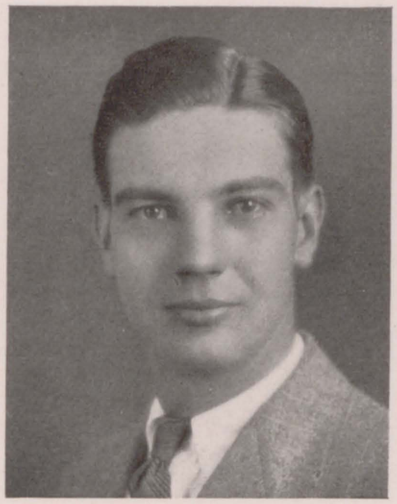
Stott is our class treasurer and has always been a hard and conscientious worker for any worthy cause. He has always been one of our class leaders in school work and has faithfully ridden the bench through many hard days of balancing production. His only hobbies are motoring and Boy Scout work.

WILLIAM G. STRANGE

It certainly is strange how strange some things will happen; that a young fellow way down in Ellisville, Miss., who had been rolling logs in a sawmill should hear of the Squad. Never-theless it is so and we are sure glad to have "Gator" with us. "Gator" is our star short stop and our class cartoonist.

If all the fellows in Miss. are like him we want all they have.

SID H. VAUGN *"Sid"*



"Sid" is an Akron boy and a great lover of his home town. He received his education in the public and high schools of Akron and won fame at Central as a Cheer Leader.

Since then he has spent most of his time with the rubber industry, at one job or another but between times he has found time to become quite an artist and novelty advertising man. He started his squadron career in 1924 but the three years of work and worry don't seem to have broken his spirits in the least. He is always up and ready to go. He is an all round good sport but we all hate to be the one he has a joke on.

CURTIS WHETSTONE

"Whety" the corn fed boy; survivor of many a day in the corn field. Altho a farmer and bronco buster Whety is one of our most popular athletes and men of the class. If he fails to do a thing he can always tell you how it should be done. This he does not have to do often because he does things.

"Shame we couldn't all have been bronco busters," according to Whety.

MERRIT B. WHITE *"White"*

"White" was born in Knox County and received his education in the public schools of Sparta, Ohio. He came to Goodyear in Aug. 1924 and transferred to the Squadron in Nov. But White was by no means a novice at the rubber game. His first experience was as a clerk and then manager of a service station. He then became a storeroom foreman for the Goodrich Co. But hearing of the many advantages of the Goodyear Squadron he decided to join it so that he might become better qualified for future work in the rubber industry.

HENERY M. WILLIAMS *"Billy"*

Was born in Whitebury, Kentucky, the land of fine horses and pretty women. "We might add another verse," and fine men.

"Billy" arrived in Akron in 1923 and began work for the Albrecht Grocery Company. He had not been here long until he heard of the opportunities of the Flying Squadron at Goodyear. So in June 1924 he applied for admission and was found worthy.

He has covered all assignments required and rode the Bench very successfully. His hobbies are reading and spending his leisure hours with the family. Which are seldom found in the modern man?

JOSEPH H. WYATT *"Joe"*

"Joe" grew tired of herding Longhorns in Weatherford, Texas, the place of his birth and in January 1924 he left the Lone Star State with a determination to thoroughly investigate the Rubber City.

He worked in the Solid Tire Department 160B and transferred to the Squadron in June 1924 and has fought his battles with the rest of us. Joe's adventures did not stop at joining the Squadron but has since joined hands with the girl of his choice.

His hobbies are hunting, baseball and family, being a good husband and proficient in the other two.

CLINTON D. YOUNT *"C. D."*

"C. D." was born in Covington, Ohio, and completed High School in Troy, Ohio.

He was connected with the Traffic Department of the Brewer Titchener Company, Cortland, New York, from 1917 to 1920, except while serving in the U. S. Army.

"C. D." came to Akron, January 1920, and was employed in the Traffic Department of the B. F. Goodrich Co.

In May 1924 he hired in at Goodyear, Department 156-A, and transferred to the Squadron, June of the same year.

He has been thru the steady grind, which makes men.

He is married and has two youngsters of which he is very proud.

His hobbies are—baseball, golf and telling the boys how to use the clubs.

D. DAWLEY

Dawley is the Engineers' contribution to the Coagulator staff. So you may judge for yourself just what kind of work he puts out. He is a likable sort of chap and is sure to make a friend of any one he meets. Then too, his quiet unassuming way of getting things done commands respect from everyone. He has had wide experience and knowledge of engineering work before coming to Goodyear and we feel sure that bigger things are in store for him.

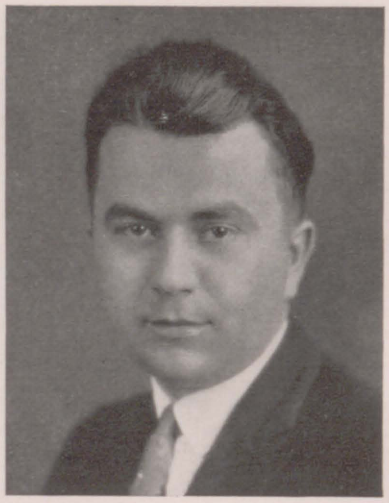
MICHAEL DOLAN *"Mike"*

Our friend "Mike" was born in Pricedale, Pa., and attended public school in N. Belle Vernon, Pa.

He took a special course in Mechanical Drawing and Mathematics in the Pittsburg Steel Products Co., and has traveled extensively with Uncle Sam's forces in the Navy.

Before coming to Goodyear he worked as Tool Grinder for the International Harvester Co., and since joining the Squad, has shown excellent ability in his school work.

He plays the banjo and his hobby is baseball.



CHRISTIAN FOX *"Foxy"*

Fox was born in Milltown, Me., and obtained his education in the public schools in Sandy Valley, Pa.

He was in the Navy and saw some real service during the war.

After working as a machinist in Pa. he came to the Goodyear and joined the Engineering Squad in 1924.

His hobbies are hunting and fishing, his slogan "D'ye get me," and in an argument he's hard to beat. He is married and has two children.

HARRY WALTER OLSON *"Olie"*

"Olie" was born in Ridgeway, Pa. He worked as an all around machinist in the Ridgeway Machine and Tool Co., the Russell Carsnow Plow Co., and the Portage Machine & Tool Co., before making his debut at Goodyear.

Olson is a happy go lucky sort of chap and a "whiz" at indoor baseball.

Bowling and his Ford are his hobbies.

He is married and has one child.

KARL PLUNTZ *"Pluntzie"*

Owego, N. Y., was the birthplace of "Pluntzie" but he has claimed Akron as his home for several years, having worked at the Firestone, Ohio Insulator Co., Imperial Electric Co., and Wellman-Seaver-Morgan before coming to Goodyear.

He was transferred from the Squad in June 1927 to the Rim Plant as inspector, but has kept up his studies so we are glad to include him in our 1927 class.

His marriage to the librarian in the East Akron Library explains his intense interest in literature.

A Brief History of Rubber

Of all the wonderful uses to which this magical substance can be put the one probably of least importance gave it its name. It is recorded that about 1770, Priestly, an English economist and physicist, called the attention of the world to the fact that the little cubes of this Indian gum which could now be bought at stationers made excellent rubbers to erase lead pencil or rather graphite marks. So the name India rubber came about.

For nearly three centuries the material had been considered more or less of a curiosity. Our first knowledge came from Columbus who brought back from his second voyage, 1493, the report that Indians played a game with an elastic ball.

A little later the Jesuit Father Charlevoix described "Baltos" as a kind of ball of a firm yet extraordinary light material. "The ball when thrown to the ground jumps higher than the hand that throws it; it falls again, rises anew (although not so high) and the heighth of its jumps becomes less and less."

In 1735 La Condamine in his explorations in South America found that this elastic material came from the liquid that oozed out of the bark of a certain tree at places where it had been cut. The natives coagulated the milky fluid in the smoke of their camp fire. By smearing this latex as it is called over clay forms, then evaporating the moisture over the fire and breaking out the mold, vessels capable of holding water or other liquids could be made. He found that the natives also made waterproof shoes by this method. La Condamine also wrote of a tribe of Indians who made pear shaped bottles of this gum on the neck of which they fastened wooden tubes. By pressing on the bottle a liquid contained therein could be squirted out through the tube as from a syringe. This caused the Spaniards to call the tree Seringueira. However, the name by which we know this tree from which we get about 93% of our rubber today is Hevea.

The Aztec showed the Spaniard how to smear the latex on his coat to keep out dampness. These explorers little thought that this rubber was to become a product of more value to the world than the gold they were undergoing such hardships to obtain. It is reported that the king had his royal boots sent to the new world to be waterproofed for this operation had to be performed where the latex was produced.

The first commercial use came in 1823 when an energetic Boston sea captain brought to the United States a pair of those clumsy rubber shoes made by the natives. They aroused so much interest that the next year he imported five hundred pairs which he was able to sell for from $3 to $5 a pair.

Scientists long worked on the problem of putting this gum into solution so cloth could be waterproofed without the difficulty of shipping it to the new world. As early as 1768 it was found that although rubber was not soluble in alcohol or water it could be dissolved in oil of turpentine or in ether. Little use came of the idea until Charles Makintosh, 1823, discovered that rubber could be put into solution in benzine. In that form he could spread it on cloth. Thus was established the industry that bears his name.

Another difficulty was overcome by Hancock in 1836. He cut rubber into strips and passed it through rolls giving it an energetic kneading under the influence of moderate heat. This converted it into a tough mass which could be pressed into different shapes since in this condition its elasticity was momentarily suspended. Here really was the start of the dry mix by which the great volume of our rubber stock at present is made plastic and compounded for its final shaping into usable product.

One final great obstacle to extensive commercial use remained to be overcome and that was the change in adhesiveness following temperature changes. In moderate weather garments impregnated with rubber were quite satisfactory but on a warm day they became sticky and gave off a disagreeable odor. Then when cold weather came the garments were hard and brittle, making them unserviceable.

In 1831, Charles Goodyear, in whose honor this company was named, began working to surmount this difficulty. He used up all his small fortune in the task. Quite by accident he discovered (1839) that rubber mixed with sulphur then exposed to a high temperature became a different product. It retained the desired elasticity but was now not affected by temperature changes.

Charles Goodyear died in poverty, profiting not at all financially from his discovery. People were still suspicious so it was a long battle to win back public favor. In fact, it took the stimulation and rapid development following the discovery of the American oil fields and subsequent invention of the automobile in the 90's to bring rubber to the front.

While the modern automobile in tires and accessories uses 80% of the world's rubber it accounts for only a few of the thousands of uses to which this valuable servant of modern civilization can be put. Heels, shoes, rubber clothing, hose, belting, floor covering, in fact, some authority has said that modern life would practically fail without the 30,000 or more comforts and helps which rubber furnishes. We seem to be coming into a rubber age even as we are now passing through a steel age.

That means that we, the rubber workers of today, stand in a position to be of great service to humanity of the future if we can but have the breadth of vision and perseverance.

N. N. Alspach.

UNDER-GRADUATES

1st 1928 CLASS

Cecil F. Swanson
Benton, Tennessee

Norman G. Reed
Akron, Ohio

P. O. Humbert
Wooster, Ohio

Hayden L. Otto
Burnettsville, Ind.

Horace L. Honea
Valley Head, Alabama

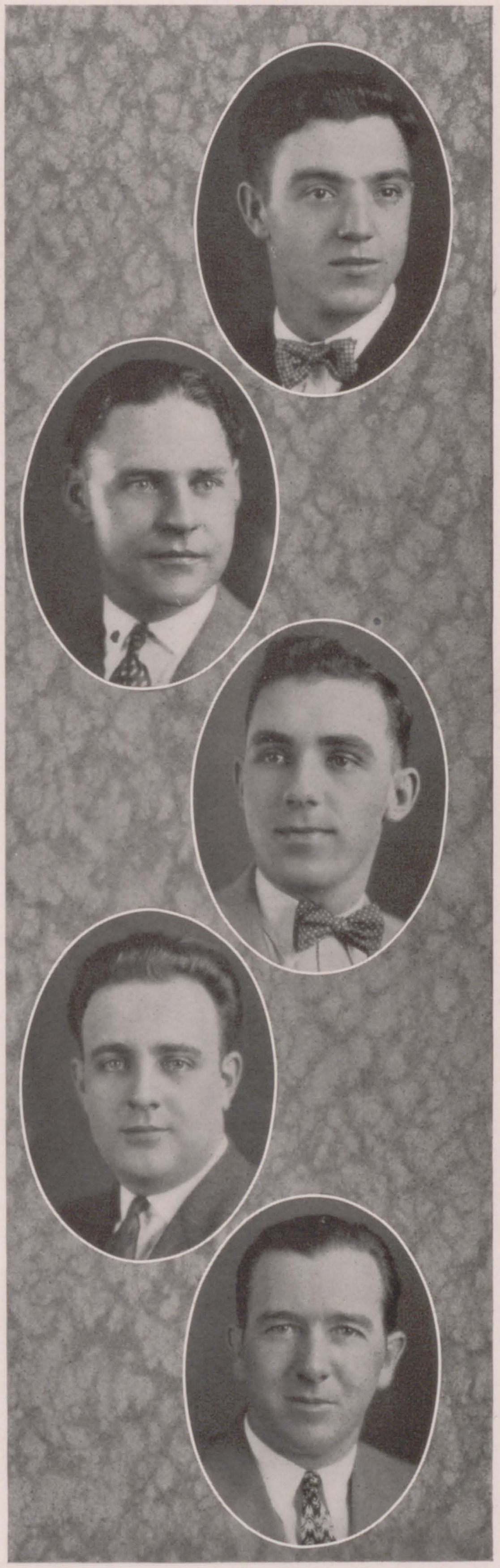
Michael Sesola
Charleroi, Pa.

Aubrey H. Clark,
Farmington, Kentucky

Ross W. Gidley
Jacksonville, Ala.

Robert S. Cool
Terre Haute, Ind.

Thomas A. Shircliff
Bardstown, Kentucky



LeRoy W. Hench
Nelson, Ohio

Oliver H. Pease
Mumford, N. Y.

George M. Herchenroeder
Akron, Ohio

Howard L. Montgomery
Lancaster, Kentucky

Wendell H. Kincaid
Blue Ridge, Georgia

Augustus C. Stewart
Mt. Vernon, Ohio

Lovell Ruley
Barbourville, W. Va.

John Hart
Bridgeport, W. Va.

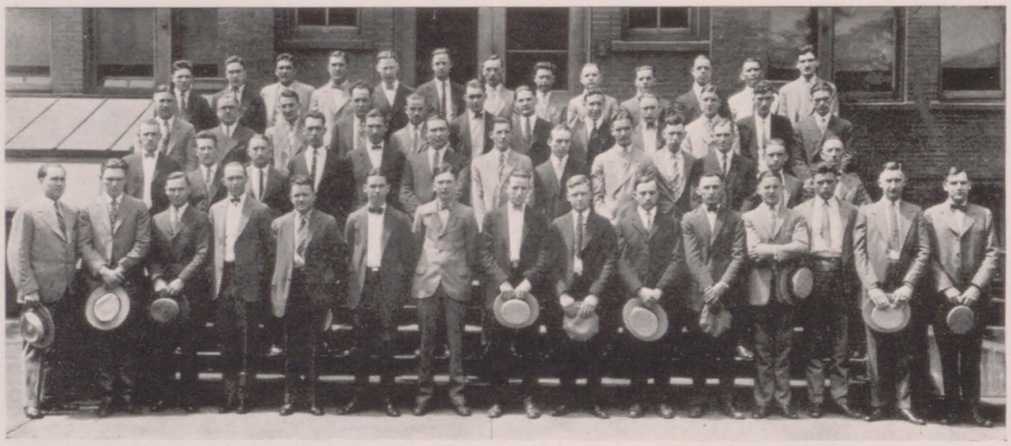
Ira E. Ray
Greensburgh, Ohio

Victor G. Bronaugh
Lexington, Kentucky

Ernest E. Isbell
Bowling Green, Ky.

CLASS OFFICERS

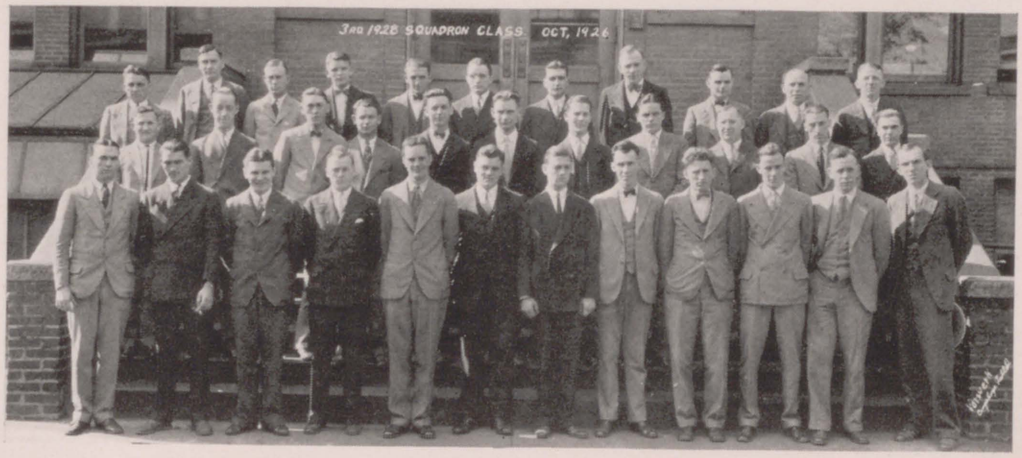
H. Otto	President
J. Hart	Secretary & Treasurer



Second 1928 Squadron Class

CLASS OFFICERS

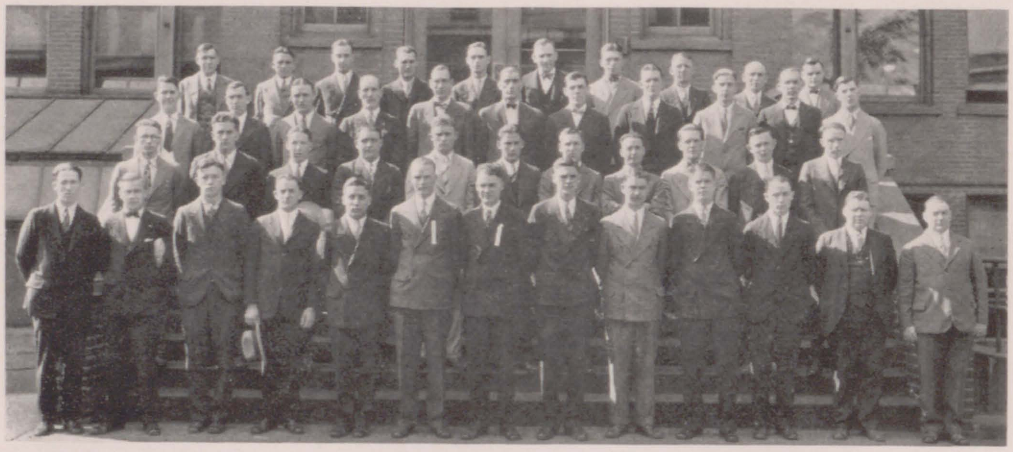
W. G. Roller	President
J. Rock	Vice President
C. Tingler	Secretary
J. Tate	Treasurer



Third 1928 Squadron Class

CLASS OFFICERS

L. Hockberg	President
P. Tobias	Secretary
F. J. Frame	Treasurer



First 1929 Squadron Class

CLASS OFFICERS

C. Bowser	President
J. D. Campbell	Vice President
P. Centa	Secretary
L. E. Pettit	Treasurer

Second 1929 Squadron Class

CLASS OFFICERS

F. Darling	President
H. Smith	Vice President
A. Goodall	Secretary
C. Milam	Treasurer

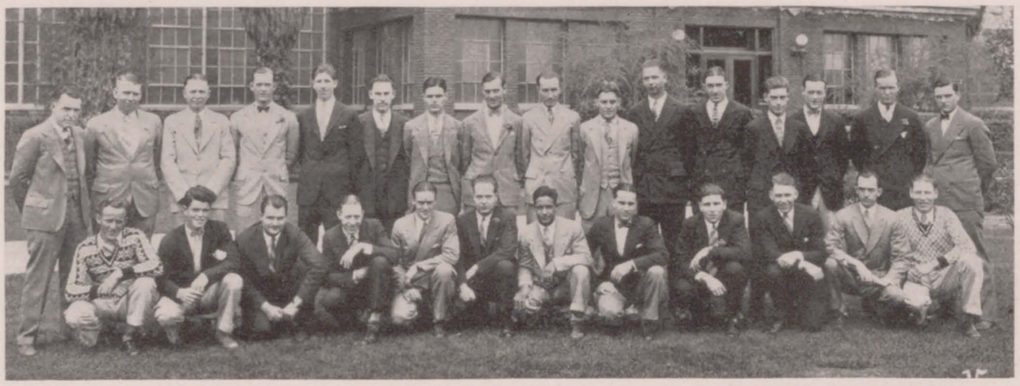
First 1930 Squadron Class

CLASS OFFICERS

A. Krieble	President
P. G. Gambill	Vice President
H. Winget	Secretary & Treasurer

Canadian Squadron

Engineering Squadron



California Squadron

DEVELOPMENT OF TIRE MACHINES
BY THE GOODYEAR TIRE & RUBBER COMPANY

The first automobile tires built by The Goodyear Tire & Rubber Company were built by hand. The mechanical equipment consisted of a core on which the tire was built, a stand equipped with an arm on the end of which a spider or chuck was attached to support the core and the usual hand tools consisting of hand stitchers, rollers, prodders, etc. The spider or chuck on which the core was mounted was made so that it rotated on a spindle and was also equipped with a ratchet to prevent the core from rotating during certain building operations of the tire. In building a tire with this method, the tire builder would stretch a ply on to the core by pulling it so as to give the fabric the required amount of stretch. This method was very unsatisfactory as it required considerable effort on the part of the builder to obtain the required stretch in the fabric and, due to the human element thus involved, it is quite easy to see that there would be a great variation in the amount of stretch in the fabric when building a tire. After a ply of fabric was applied to the core in this manner, the builder would spin the core by hand and stitch down the ply with the aid of hand stitchers or other tools such as wooden paddles. After a sufficient number of plies were put on a tire, the beads were placed on the tire and, as this was also done by hand, there was a chance of a variation in the manner in which the beads were applied. After the beads were applied, the remaining plies were put on and the tire finished up ready for the vulcanizer. When a tire was finished, the core and tire were both removed from the chuck and it was then ready for vulcanizing. This method of building was very strenuous due to the hand method and also due to the heavy cores which had to be lifted off and on to the spiders each time a tire was built.

Along about 1907, the first Goodyear tire machine was built which was known at that time as the "State Tire Building Machine." This machine consisted of a housing on which was mounted a spindle and, on the end of the spindle, was attached a three-jaw chuck. The spindle was also fitted up with the necessary gearing connecting it to a motor so that it could be rotated in either direction and at two speeds. Two such units were included on a machine and between these units was a stock-rack or turret. This turret was arranged to carry a sufficient number of rolls of ply stock for a tire and each ply stock support was equipped with a tension device for the purpose of giving the fabric the necessary tension when building a tire. Each of these spindles were also equipped with a support for stitchers and bead setter rollers. The stitchers and bead setter rollers were mounted on a turret on this support so that they could be swung around to the correct position for their proper usage when building a tire. The stitchers used on this tire machine are fundamentally the same as those we are using on our tire machines today.

To build a tire on this machine, the core was first cemented to make it "tacky" so that the fabric would stick to it. The end of a ply of fabric was then placed on the core and the core rotated one revolution. The fabric was then torn off and the splice made, the core rotated and this ply stitched down. This operation was repeated until the correct number of plies under the bead were applied. The beads were then set by means of the bead setter rollers previously mentioned and the remaining plies applied and stitched to a point above the bead. This concluded the work of building the tire on the machine; the tire and core being removed and placed on a hand finishing stand where the rest of the operations were performed on the tire.

About 1914, the improved type tire machine was first developed. This machine was first used for building clincher tires but later its use extended to all sizes of straight-side tires. This machine had quite a number of improvements over the first machine; the principal improvements were the new type bead setter, the motor control, the full automatic stitchers and other minor improvements. A new type turret was developed for use with these machines and, on this turret were improved type tension devices. The plies of fabric were applied in exactly the same manner as on the former machine, the stitching was done with the full automatic stitcher which required no attention from the operator other than the starting and, while the ply was being stitched down, the operator would have time to perform other operations such as getting his next ply in position for applying and changing the rolls of stock on the turret. The bead setters used on this machine are practically the same as those we are using today and are much more efficient and accurate than the type used on the first tire machines. Tires were not built complete on this machine as the finishing was all done on hand finishing stands the same as previously and, even with this improved type building machine, it was necessary to handle the heavy cores.

Up to this time, the only tires built on a tire machine were fabric tires. Although some cord tires were being built, there had been no attempt made to build them on a tire machine but, as the cord tire was fast increasing in production, it became necessary to continue with the development of the tire machine so that it could be used for cord tires. This development work was all done on this improved type tire machine. We had little or no difficulty in applying the plies out of a roll to the core but we did have considerable difficulty in working out a proper stitcher to stitch these plies down. When stitching plies for fabric tires, no trouble was experienced as the cords in this fabric ran both ways and the ply could be stitched down without distorting the direction of the threads but, with the cord fabric, where the cords were held together by filler threads and rubber, it was found when stitching a ply that the side of the ply in which the angle of the cord ran against the stitcher would have the general direction of the cord materially distorted after it was stitched down. To overcome this, a stitcher was developed so that each side of the ply could be stitched down separately.

After a ply was pulled on to the core, the core would be rotated and one side of the ply stitched down. It would then be reversed and the other side stitched down. With this type of stitcher, we were able to build cord tires successfully without distorting the angle of the cords in the ply.

Tires built on these machines were not completed on the machine as just the plies were applied and beads were built into the tire. The finishing had to be done on the hand finishing stand the same as with fabric tires.

The next important development in tire machines was the development of the collapsible chuck and core and a change in the construction of the tire. This brings us up to the present method of building core built cord tires. Instead of the fabric being taken out of rolls, it is built up into bands consisting of two plies which gives, in effect, a cross-woven fabric. The use of these bands eliminated any further use for turrets and tension devices. A band is applied to the core by pulling it over the core by means of what we term "roller-bars." It is then accurately centered and stitched down. By having the fabric applied in bands, we could again stitch both sides of a ply to the core at the same time without affecting the angle of the cords. For this, the present type stitcher head was developed. This head consists of two air cylinders, two stitcher arms and, on the end of these arms are mounted two disc stitchers and the proper linkage from stitcher to pistons in the cylinders. Also, a valve so that both stitcher discs can be made to stitch at the same time or either of them independently. The machine is also equipped with chafing strip appliers, breaker-appliers, tread appliers and trimming knife supports. With this equipment on a tire machine, all core built tires are now built complete on the machine ready for the vulcanizer and, by means of the collapsible chuck and core, tires are removed from the core without taking the core from the machine. This eliminates a lot of very strenuous hand work as well as a lot of heavy lifting that was necessary in the previous method of building tires.

The next step in the development of a tire building machine was to adapt it to flat built tires. The machine we are now using for core built has been equipped with a collapsible chuck and flat built drum, the crossrail stitchers and disc stitchers, ply guides, chafing strip guides, breaker appliers and tread guides. With this equipment on the tire machine, a tire is built complete so that, when it is removed from the flat built drum, it is ready for the shaping operation. The flat built method of building a tire is the simplest method so far developed.

Pneumatic Truck Tires

During the past few years, considerable work has been done in building truck pneumatic cord tires on a machine. The machine used for this work is practically the same as the one in use for core built passenger size tires except that the stitchers are heavier and other changes have been made on the machine to adapt it to this size tire. Our machines, as they now stand, can very readily be changed from one type of machine to another. This is quite an advantage and has saved this company quite a good many dollars when it became necessary to change methods in building tires.

Summary

The above may be summed up as follows:

Tires were first built by the hand method which was a very unsatisfactory and strenuous method of building them.

A two spindle machine was the first real tire machine development.

The improved type tire machine with the automatic stitcher was the second important development.

The adaptation of this machine to cord tires and the development of the proper stitcher for these tires was the third important development.

The development of the collapsible chuck and core and equipping the improved type tire machine with the necessary attachments so that all the building operations would be performed on a machine was the fourth big development. This applies to both core built passenger sizes and truck pneumatics.

The equipping of this same machine with a collapsible chuck and flat built drum and the necessary attachments for building flat built tires was the fifth big tire machine development which brings us up to the present time.

We do not believe that tire machines have, by any means, reached their ultimate development and it is our opinion that just as important improvements and developments will be made on tire building machines in the years to come as have been made in the past and that, in a number of years from now, we will look back on our present method of building as rather crude as compared to the methods that are yet to be developed.

R. W. SNYDER.

HISTORY OF ENGINEERING SQUAD

The assured success of the Production Squadron which was brought into being by Mr. P. W. Litchfield in 1913, who foresaw the need of extra trained men to keep a balanced production for a rapidly growing Goodyear, brought into organization on Oct. 4, 1915, the Engineering Squadron.

The men in the first Squadron were selected from the entire Engineering department. Eighteen outstanding men were chosen from seven different departments, for their mechanical experience and skill in their particular crafts. The applicants had to have an eighth grade education, be physically fit, be ambitious and willing to work.

A three year course was set up. Squadron men, working on two shifts, ten and twelve hours, had work in all the Engineering departments, with educational training in Mathematics and Mechanical drawing. These classes were held on the third floor of Building No. 28, which is now known as the Lampblack Building.

Mr. Slusser who was in charge of the first Engineering Squadron and Mr. Landefeld, who was foreman, attended all classes with the Squadron men.

The first class graduated in 1918, receiving diplomas of "Master Rubber Mechanics." Of the eight men who received these certificates, seven are holding responsible positions with the Goodyear today.

The Engineering Squadron starts a new class each year. With each year improvements have been made in class room equipment and new requirements in study and performance. With the completion of Goodyear Hall in 1920, Goodyear University students have classroom and gymnasium equipment equal to any of its kind in the country. A great deal of attention is given to educational and physical training along with the factory training.

From one hundred or more applicants yearly twelve to fifteen are chosen. The applicant must have at least two years of high school education or its equivalent, he must be a specialist in some line of Engineering and he must be willing to work for the two-fold purpose, namely for balancing production and competency in mechanical ability.

In each Engineering department in the Goodyear plant there are today Squadron men acting in managerial capacities.

G. W. Patterson.

A CALENDAR OF ROMANCE

Our hero was the common sort, when all is
said and done,

He worked his head off daily and was out
to get the Mon.

The reason for his diligence was common-
place, 'tis true,

He tried to swell his salary so it would
suffice for Tue.

And may be that's the reason why one day
he lost his head

And falling on his knees, he cried, "Oh
maiden wilt thou Wed."

He may have thought this sudden, but it
seemed not so to her,

She slipped a quick acceptance and said
forcibly "Yea THUR."

But when they went to keeping house he
feared that he would die,

For O! that modern maiden could neither
bake nor FRI.

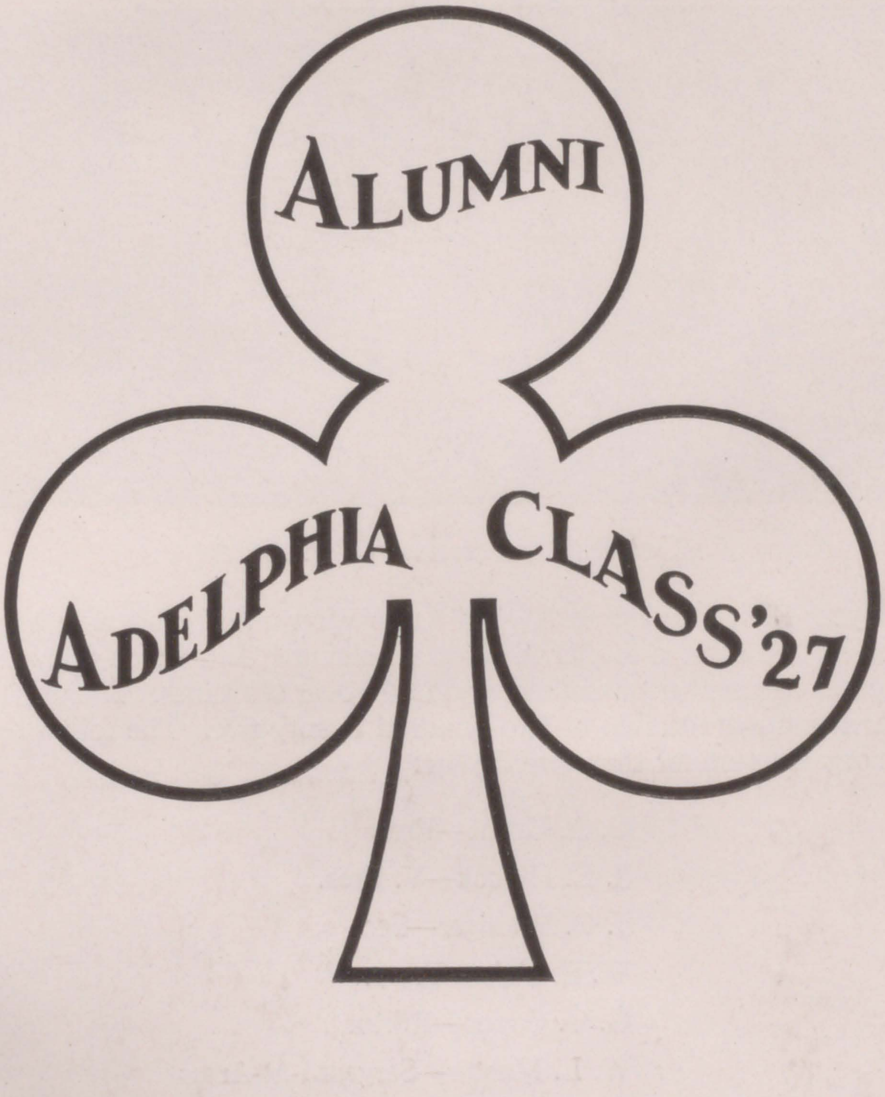
She could not run a bungalow, or even run
a flat,

So on many sad occasions in a restaurant
they SAT.

But he forgave her willingly as man has
always done,

When she presented him one day a bouncing
baby SUN.

(*The Joy Messenger.*)


ALUMNI
ADELPHIA
CLASS'27

Central Executive Committee

The Goodyear Flying Squadron Alumni Association was organized in May 1924. The purpose of the organization is to provide a social channel thru which Squadron graduates can come together to renew acquaintances and talk over old times. The organization, now in its 4th year has a membership of two hundred twenty-five. The following persons are officers of the organization for the present year:

C. A. Grant—Pres.
J. E. Hillock—V. Pres.
J. O. Braniger—Sec.
W. E. Balo—Treas.
G. C. Capps—Editor
W. L. Master—Sergeant-at-Arms

ADELPHI

President, S. H. Bradley
Vice-Pres., C. C. Bowser
Secretary, R. I. Esch
Treasurer, W. W. Speicher

Adelphi was organized June 1927 for the purpose of promoting comradeship on the Squadron and emulating the Standards of Workmanship set by the Goodyear Executives.

CHAPTER ROLL

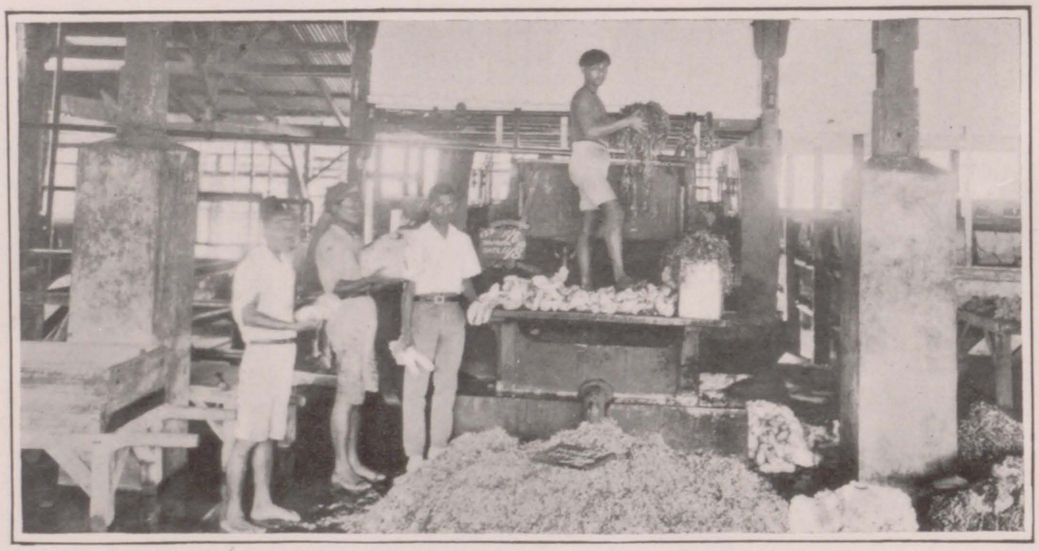
C. C. Bowser
W. W. Speicher
F. E. Darling
L. E. Pettit
A. B. Pettit
R. I. Esch
J. D. Campbell
E. C. Flinn
L. D. Hochberg
L. L. Beers
S. H. Bradley
L. C. Johnson
C. L. Skinner
W. Morgan
G. H. Wyles
G. S. Corner
R. B. Smith
I. L. Esch
W. P. Long
C. E. Flee
K. S. Stoneburner

Gathering latex on Goodyear Plantation
Tapping a rubber tree

FROM THE TREE TO THE ROAD

On each of the millions of automobiles that speed over the highways of the world today are four rubber tires. Millions of tires are being manufactured and used each year and yet comparatively few of the people who are daily enjoying the comforts afforded by these tires could tell where rubber comes from or how tires are made. In view of this fact, we shall attempt in a brief story and by the use of these cuts to give to the reader some conception of just what takes place between the tree and the road.

Rubber is produced from a buttermilk like fluid known as latex, which flows from the bark of rubber trees. These trees can be grown only



Washing rubber at the Plantation to remove bark and dirt

Crude Rubber as we receive it from the Plantation

in an area from 10° north to 10° south of the equator as they must have a warm climate and plenty of moisture upon which to thrive. One tree will produce about one-half of a teacup full of latex in a day and will yield only about five pounds of rubber each year. So it will be seen that thousands of acres of trees must be cultivated in order to produce the enormous amount of rubber that is used daily in our factories.

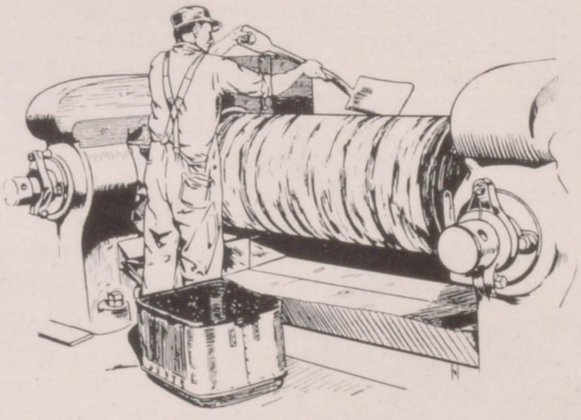
When acid is added to the latex, a great change takes place. The result is similar to the result we get by churning cream and the rubber content of the latex is coagulated into a solid, elastic mass. When the rubber has been coagulated, it is put through a washing process and this washing is accomplished by passing the rubber between two horizontal revolving rolls over which a stream of water is passed to remove all foreign substances such as bark, leaves, etc. The rubber is then packed in convenient crates and is ready for its long voyage across the Pacific.

When the rubber arrives at the factory it is unloaded, uncrated, and torn into pieces of a convenient size and shape for handling. It is now subjected to another washing process which is very similar to the first one; then, it is sheeted out into large sheets, placed on a truck and put into a heated chamber to dry.

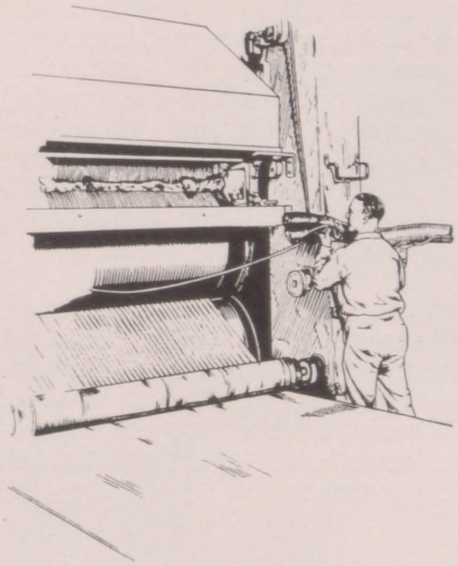
When the rubber is dry it is ready for the next operation which is known as mixing or compounding. This is the process of mixing with the

Pulling the sheets of rubber apart after the crate has been removed

Washing rubber in the factory



Mixing the rubber with compounds to give it proper qualities for the purpose it is intended to serve



Sectional view of a calender where the cords are impregnated with rubber

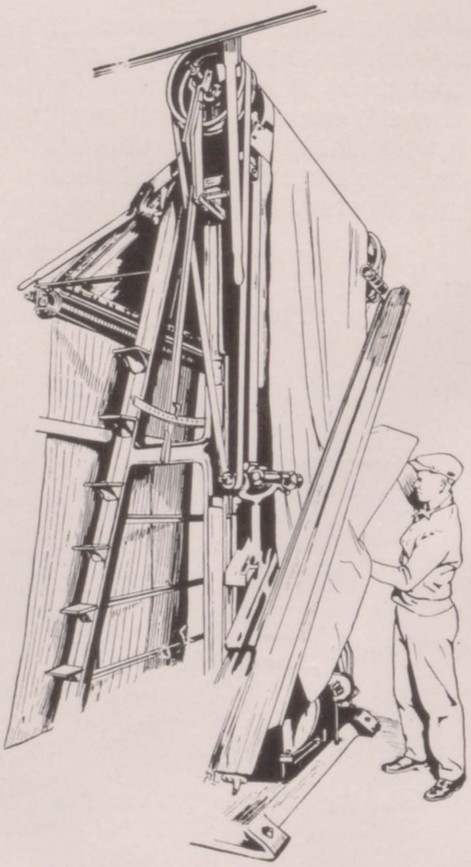
crude rubber the proper compounds to give to the product toughness, hardness, and wearing qualities. This is one of the most particular operations in the manufacture of rubber goods, as proper compounding is the secret to the life and durability of any rubber product. Indeed, crude rubber without the addition of compounds is of practically no commercial value. It is only as the rubber can be properly mixed with other substances that it can be formed into a tire which will resist wear and road shock and which will fill the needs of modern civilization.

The next operation is known as calendering and it is here that under the influence of heat and great pressure the especially prepared cord fabric, which makes up the body of the tire, is impregnated with the compounded rubber and rolled up into great rolls to be transported to the next machine along the line, which is known as a "bias cutter."

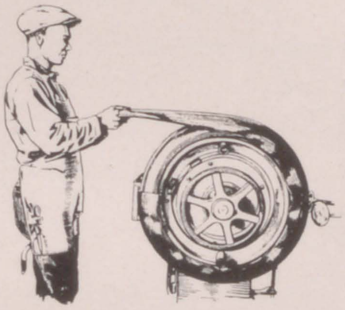
Here the stock is cut into strips at a 45° angle with the main cords of the fabric and varying in width according to the size tire for which they are intended. One of these strips is then laid on top of the other with the angles of the cords in opposite directions and the ends are stuck together, thus forming a band or belt. This band is hung on a conveyor which carries it to the tire builder.

The tire builder takes a band from the conveyor as it goes past and fits it snugly to a shape forming metal core, fastening it down tightly to the core with the aid of cement and automatic stitchers or rollers. Then another band is added in the same way and the beads are inserted into the proper position. (These beads contain a braided wire core which gives a stiffness to the tire and prevents it from blowing off the rim.) More plies are then added until the required number, according to the size and construction of the tire, have been put on. Next, chafing strips are placed around the bead as a further protection against rim wear, and a breaker strip (of a square woven fabric) is placed around the center of the tire, its function being to distribute the road shock more evenly around the tire.

The side wall and tread are now applied and stitched down tightly to the carcass of the tire. This finishes the building operation and the builder unlocks the core, removes the tire, hangs it on a second conveyor, locks the core, and is ready to begin all over again.



A bias cutter where the large rolls of stock are cut into strips for use in tire building



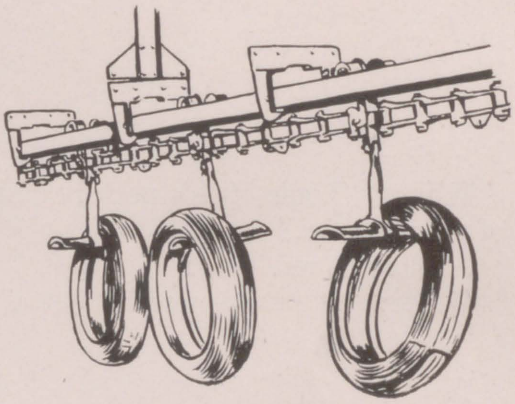
Applying the tread to a tire. This shows the shape forming core of the tire machine

The tire moves along on the conveyor past the inspectors to the preparing room. Here an air bag is inserted in the tire to hold it to its proper shape during the cure. Metal rings are also fitted snugly over the beads and locked in position so that the air bag cannot get out of the tire and also to give proper shape to the beads. The tire then passes on to the "pit" or curing room.

Here each tire is placed in a mold and put down into a heater or "pit." These heaters are large cylinders standing on end and projecting up about 18″ above the level of the floor. The top may be opened by removing a lid. These heaters are deep enough to hold twenty or twenty-five molds at one time. When the tires are put into these heaters the steam is turned on and they are left to "cook" or cure for two or three hours. When the tire is taken out of the heater and out of the mold, the bag and rings are removed and the tire goes on for its final inspection before it is wrapped and placed in stock for sale.

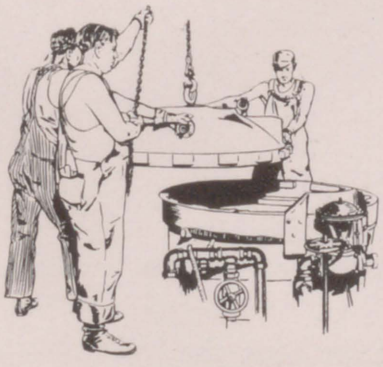
All along the line there are numerous inspections. In fact, someone has estimated that a tire is given at least one hundred different inspections before it is finally completed.

From these facts it will be seen that tires are not just stamped out as cookies or doughnuts are stamped out of dough, but that the manufacture of tires to give proper wear and comfort is a science and a process which demands years of study and training in order to give to the world the best at the least possible cost.

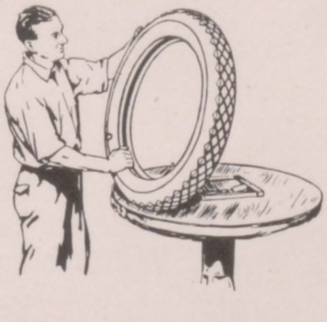


Conveyor which carries the uncured tires to the pit

L. Esch



A heater or pit in which the tires are cured



A final inspection is given each tire before it goes out for service

POOR SYMPTOMS

Doc Davis: "From this brief examination I am of the opinion that you are suffering from Clergyman's sore throat."

Pete Faidley: "The hell you say!"

Doc (hastily): "But it is quite possible I'm wrong. I will look again."

White: "Louie Rich's neck reminds me of a typewriter."

Adair: "How's that?"

White: "It's under wood."

Milec assigned to band room came in Monday morning with a cornet and sheet of music.

Ignorance is certainly bliss.

A LIKENESS

"Tell me, truly, does the baby take after her father?" asked Mrs. Miller of Mrs. Koken.

"Yes, indeed, why when we took the little darling's bottle away she tried to go down the cellar steps."

ASK ME ANOTHER

Bell: "And who made the first cotton gin?"

Bell's Sweetie: "Heavens! Are they making it from that too?"

ANTIQUES

Morgan: "How did you cure your wife of her antique craze?"

Langley: "Oh! I just gave her a 1907 model automobile for her birthday."

TOOT-TOOT

Doctor: "I will give you a local anesthetic if you think it necessary."

Ballard (an old railroad man): "Well, doc, if it's going to hurt I reckon you had better cut out the local and run me through on a sleeper."

A suggestion: Either have cushions on the benches or nail the splinters down.

There was a young fellow named Vaughn,
Who lay in the dew on the laughn
A cold so they say,
He caught one sad day,
Now, alas, our poor Sid is nearly gaughn.

"Where are you assigned, Sherrill?"

Sherrill: "Dental Dept., Plant 2."

Arbuthnot: "Where is that?"

Sherrill: "Heel room, crowning pins and filling cavities."

Hofer says: "I used to be a pretty good ball player when I was in my youth until the afternoon that we were playing ball out behind the barn. You see I slid into something that I thought was third base. Well, it wasn't. So I haven't played baseball since.

Chapman skids his machine across the street and hits another machine; "Pardon me, but I am suffering from auto-intoxication."

"You had better be X-rayed," said the Doctor to Findley.

Findley: "There's no need. Get my wife, she's always able to see through me."

INTENTIONAL

Mrs. Gadson heard her little daughter crying as if in pain and hastened to the child.

"Why, dear, what is the matter, did you meet with an accident?"

"N no M Ma M Ma," she sobbed, "it wasn't an accident. Daddy did it on purpose."

AN AMBITION

Boyles: "What are you going to do when you quit the Squad?"

Gunboat Smith: "Build blowouts at some other shop."

HOW'S THIS ONE ?

Asked to pray for warm weather so that her grandma's rheumatism might pass away, a five year old girl knelt and said, "Oh, Lord, please make it hot for Grandma."

'Tis said that Bert Morgan is a pretty good "nurse girl." The following conversation between him and his wife will prove the fact:

Bert: "I can give the baby his bath tonite."

Mrs. Morgan: "How can you tell when the water is at the right temperature?"

Bert: "Simple enough, I'll set him in the tub and if he turns blue, the water is too cold. If he turns red, I'll know the water is too hot."

Can anyone remember when:
Koken was no wiser than the ordinary man?
Matti had a marcel?
Bob Collins had normal sized feet?
Jauchem was a Sheik?
Jones had charge of the U. S. Marines?
Morgan started chewing Red Man?
Hofer began cussing?
Snyder didn't strutt?
Miss Pugh was disgustingly thin?

J. Kuntz: "What's the difference between abstract and concrete?"

A. Reece: "I don't know. Let's have it?"

Kuntz: "When my wife talks about a cake she's going to bake, that's abstract. But when she bakes it then it's concrete."

If she seems cold at first, brace up. Chills are often followed by fever.

APPROPRIATE WORDS

John is a small boy, the youngest of a minister's family. As a punishment for some misdemeanor at the table it was decided that he must not eat with the family at the next meal. So his dinner was placed on a small table at the end of the dining room. When all were seated the minister said: "Now, John, you should ask a blessing before you eat." This was a new duty for John, but he bowed his head and said reverently, "Our Father in Heaven, Thou hast prepared a table for me in the presence of mine enemies, Amen."

INFORMATION

Steve Milec (visiting Brown, asked his little girl): "Who do you love best?"

"Mother," was the reply.

Steve: "Who next?"

Girl: "Little sister."

Browney: "When do I come in?"

Girl: "Two o'clock in the morning."

SUSPICIOUS

Whetstone: "What did you put in this prescription?"

"That I can only tell to the doctor," replied the druggist.

Whetstone: "The doctor wants to know. Seems I gave you a Chinese Laundry ticket and you filled that."

C. Dillard: "My wife has been using a flesh - reducing roller for nearly two months."

Gregg: "And can you see any results yet?"

Dillard: "Yes, the roller is much thinner."

Rush: "Clark, what makes your wife so talkative?"

Clark: "I think she and her mother were both vaccinated with a phonograph needle."

MATTI, HELP

Yount: "Matti, I am working like an ox, eat like a wolf, sleep like a bear and am tired like a dog. Wonder if I can't get a change of shifts?"

Matti: "What you need is to consult a veterinarian."

A HOPEFUL PROSPECT

Hofer (explaining the Squad principles to Boles before being taken on): "Now, on the Squad you will have to ride the bench a great deal."

Boles: "That lets me out, all I ever rode was a donkey in a coal mine."

Earl Diefendorff tells this one on himself: "Me and my wife went down town to see the Masked Hollaween Parade last year. While we were standing on the curb, one of the judges came up to me and said, 'Sonny, you win first prize for your Rube Costume, so you can unmask.' And by gosh I never was able to convince that guy that I was dressed in my Sunday best and wasn't wearing a mask."

HARD KNOCKS

Jauchem: "How are you getting along with your work?"

Fleshman: (pounding buckles) "If it takes hard knocks to get anything around here, I'll sure be President tomorrow."

Rose (first assignment curing heels): "Darn if I ever saw anyone shoot grease through a hose before."

McIntyre (same day): "Neither did I and these are the heaviest skillets I ever saw. Sure glad my wife can't use these to throw at me."

If Hofer should go fer a gopher,
Would the gopher go fer Hofer
Or if Hofer did go fer a gopher
Did the gopher go fer Hofer?

Etc.—Nonsense, So am I.

Any way Hofer rhymes with Loafer, believe you in ryhmes?

Jauchem: "Yes, I allus was purty bashful around wimmin folks. I was so nervous the day I got married that I just stood and trembled after the minister tied the knot. So the Rev. whispered in my ear, 'Say something to your bride.' So I turned to her and said, 'Say, I'm sure damn glad I met cha.'"

J. C. Smith: "What is worse than a shark with toothache?"

S. T. Smith: "A centipede with ingrown toenails."

Blaine: "Why, this pill is only about the size of a pin head! What is it?"

Nurse: "It's a headache tablet for you, sir."

Esch: "My wife has the grippe."

Skinner: "You don't say. Did she get the password, too?"

We are sure that Jones isn't two faced. If he was, he'd wear the other one once in a while and give us a treat.

To a bull fight went Robert Snyder,
He took his girl and he sat down beside her,
During the fray, the bull nearly got away,
So bright Robert cried, "Ride her, cowboy, ride her."

No hair on his head has poor Mr. Matti,
He keeps his knob covered with a cap or a hatti,
He says trouble at home pulled the hair from my dome,
So evidently his wife must be Catti.

Boone (a Scotchman): "I won't be able to be at work tomorrow, Mr. Jauchem."

Jauchem: "Why, what's the trouble?"

Boone: "My uncle and another Scotchman were in swimming and made a $5 bet on which could stay down the longest. They both drowned."

1927 CLASS

"Years may come and years may go but the Squadron goes on forever." The classes graduate and the men pass out and into the field of industry.

Graduation marks the point of a real achievement in the lives of the graduates. To some of them it means the end of a long hard grind in physical, mental and industrial effort; to others it is but the foundation of an eventful career.

Strong backs, keen minds and real determination have made it possible for the class of 1927 to complete the requirements of the Squadron courses.

You have now passed that period and are in a position to recall what it is all about and get set for the tussle just ahead, so at the 50 year mile post you will be able to say that it has been worth while.

At first glance it will disclose the facts that the Squadron course has endowed you with a wonderful store of theoretical and practical knowledge; that honesty and fair play is the backbone to good fellowship and progress; that hard work is the stepping stone to success; and that right living is a blessing to mankind.

On second thought you will realize that the battle has just started. That your training has fitted you to take your place on the starting line, and at the crack of the gun, you are out to break the tape a step ahead of the other contestants.

How far and how fast you go depends upon you alone. You must determine that your progress shall not be blocked. You must not stop. The goal is ahead and you must carry on. You can if you will. It is the fellow who says "I won't be licked because I can't be licked" that wins.

"Beware that dreadful sitting habit
But if you sit be like the rabbit
That ever keepeth on the jump
By springs concealed beneath its rump
Beware that dull and slothful seat
And move around with willing feet
Man was not made to sit a-trance
And press and press and press his pants
To run like heck it has been found
Both feet must be upon the ground."

From now on Go is the word.

The gym classes have revealed in you—leadership, team play, sportsmanship, willingness to work with others, initiative, alertness, smartness, imagination, deep feelings, loyalty, obedience, modesty, humility, co-operation, submission, courtesy, thoughtfulness, restraint, self control, expression, gentleness and mercy. It is out of these qualities that men are able to reach the top of things. And if the Squad men do not carry on it is the fault of but one individual.

It must be remembered that a fellow should do as much as he can but that he should never over do. If he does he may find himself in the following plight:

"My grandfather's shoes are too big for his feet
His pants are run down at the heel
The calves of his legs wondered out on the street
And were taken for boarding house veal.

My grandfather Ben had a white leghorn hen
And you can bet your bottom dollar she's a hummer
She laid ninety eggs on the fourth of July
And now she's laid up for the summer.

It is well to lay plans, then set tight, if things are to be hatched out that are worth while.

There are campaigns ahead but the toughest of all, is The Battle for a Biscuit. This is only too true to the man who is trying to rear a family.

When times are good, everything is Jake and the goose hangs high, but when a slump comes along, all that a fellow can do, is to chew the ragged end of disappointment and spit chunks of worry to the four corners of the earth.

It might be well to have a nest full of biscuit nickels ready at all times for no one knows what the future may fetch along.

It's a wise old bird who saves his jack for his little Jack or even for a rainy day.

All that is saved don't have to be gotten again.

The class book should be a reminder of your Squadron days. And as time goes on you will appreciate it more and more.

When in some future time you are toasting your shins by the fire, call the youngsters about your knee and tell them the story of the 1927 Squadron.

In a parting line the "Gym" bids the 1927 Squadron adieu—and wishes it the best of luck in body, mind, and soul.